B. F. TAYLOR,
Stevedore.
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS COMPANY, LT'D. LONDON.
DODWELL & CO., LIMITED, *General Managers.*

NEW SERIES No. 1410. 光緒二十五年十二月初四日 THURSDAY, JANUARY 4, 1900. 四拜禮 香港英正月四號

THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 12,000,000
CAPITAL UNCALLED..... „ 12,000,000
RESERVE FUND ..... „ 7,500,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

S. CHOH,
Hongkong Manager.
Hongkong, 4th January, 1900. [382

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. | D. Gillies, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %
Hongkong, 20th December, 1899. [8

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 20th May, 1898. [31

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	SINGAPORE.
CHINKIANG.	SWATOW.
FOOCHOW.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Acting Manager.
Hongkong, 21st November, 1899. [1237

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND $11,000,000
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
David Meyer Moses, Esq.

E. Goetz, Esq.	A. McConachie, Esq.
A. Haupt, Esq.	A. J. Raymond, Esq.
R. H. Hill, Esq.	P. Sachse, Esq.
The Hon. J. J. Keswick.	R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

THOMAS JACKSON,
Chief Manager.
Hongkong, 16th October, 1899. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [10

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(:o:)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
KOBE	*Tientsin*	F. J. Fox	Daylight, 6th Jan...	Freight only.
LONDON, &c...	*Parramatta**	A. Symons, R.N.R.	Noon, 6th Jan.	Freight or Passage.
JAPAN	*Rosetta*†	C. C. Talbot, R.N.R.....	About 6th Jan.	Freight or Passage.
SHANGHAI ...	*Valetta*	F. N. Tillard.....	About 7th Jan.	Freight or Passage.
S'HAI & JAPAN.	*Canton*	C. F. Lockstone, R.N.R.	About 11th Jan.....	Freight or Passage.
LONDON.....	*Mazdgon*	R. T. Cook, R.N.R.....	About 13th Jan.....	Freight only.
LONDON.....	*Bombay*	G. M. Montford, R.N.R..	About 25th Jan.....	Freight or Passage.

* (See Special Advertisement). † (Passing through the Inland Sea).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.
Hongkong, 4th January, 1900. [5

IMPERIAL GERMAN MAIL LINE.

(:o:)

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PREUSSEN	WEDNESDAY, 10th January.
KARLSRUHE	WEDNESDAY, 24th January.
SACHSEN	WEDNESDAY, 7th February.
OLDENBURG	WEDNESDAY, 21st February.
BAYERN	WEDNESDAY, 7th March.
STUTTGART	WEDNESDAY, 21st March.
KONIG ALBERT	WEDNESDAY, 4th April.
WEIMAR	WEDNESDAY, 18th April.
PREUSSEN	WEDNESDAY, 2nd May.
HAMBURG, (Hamburg Amerika Linie)	WEDNESDAY, 16th May.
PRINZ HEINRICH	WEDNESDAY, 30th May.
SACHSEN	WEDNESDAY, 13th June.
OLDENBURG	WEDNESDAY, 27th June.
BAYERN	WEDNESDAY, 11th July.
STUTTGART	WEDNESDAY, 25th July.
KONIG ALBERT	WEDNESDAY, 8th August.
WEIMAR	WEDNESDAY, 22nd August.
PREUSSEN	WEDNESDAY, 5th September.

ON WEDNESDAY, the 10th day of January, 1900, at NOON, the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 8th January, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 9th January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 9th January.
Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.
Hongkong, 3rd January, 1900. [1394a

NEW ROOMS
At Moderate Daily Rates.

HONGKONG HOTEL.

PHONOGRAPHS.



THE NEW HOME PHONOGRAPH
(GENUINE EDISON) WITH FITTINGS.
PRICE $80.
LANE, CRAWFORD & CO. [1286a

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:
THE VICTORIA DISPENSARY,
HONGKONG.
1247a]

Intimations.

SALES
ACCELERATED by Competition and POPULARITY,
DAILY INCREASING
ON ACCOUNT OF
UNIFORM QUALITY,
AND
PERMANENCY
OF RESULTS.

TERMS FROM
Watkins, Limited,
Sole Consignees,
SCHLITZ BEER. [14

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

(:o:)

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.
27]

PEAK HOTEL
AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.
CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.
Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.
Well appointed rooms, attentive service and excellent Cuisine.

A. MOIR,
Manager.
CITY OFFICE, 7, Duddell Street.
Hongkong, 31st October, 1899. [28

Telephone 75.

VICHY WATER.
CELESTINS.

JUST LANDED.

A FRESH SUPPLY OF
THIS WELL KNOWN AND EXCELLENT WATER.

Per Dozen bottles $6

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road.
Hongkong, 3rd January, 1900. [15

ENGLISH ALES.

IND COOPES per Cask of 8 doz. Pts. $15
BASS Do. $17

H. PRICE & Co.,
12, QUEEN'S ROAD.
Hongkong, 6th December, 1899. [20

PHOTOGRAPHIC
PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,
&c., &c., &c.

Coast Port Orders Executed.

ACHEE & Co.,
FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG. [1239a

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.
12th October, 1898. [1242

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

NOTICE is hereby given that the NINTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS will be held at the OFFICE of the General Managers, No. 5, Queen's Road Central, on MONDAY, the 15th January, 1900, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1899.
The TRANSFER BOOKS of the Company will be CLOSED from 7th to 15th January, 1900, both days inclusive.

MEYER & CO.,
General Managers.
Hongkong, 30th December, 1899. [1622a

THE WEST POINT BUILDING CO., LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 11.30 o'clock A.M. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1899.
The Register of Shares of the Company will be CLOSED from MONDAY, the 15th January to WEDNESDAY, the 24th January, (both days inclusive), during which period NO Transfer of Shares can be registered.
By order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to
The Hongkong Land Investment and Agency Co., Limited,
General Agents for
The West Point Building Co., Limited.
Hongkong, 3rd January, 1900. [15b

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TWELFTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1899.
The Register of Shares of the Company will be CLOSED from MONDAY, the 15th January to WEDNESDAY, the 24th January, (both days inclusive) during which period NO Transfer of Shares can be registered.
By order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 3rd January, 1900. [14b

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.
$5 per Cask of 375 lbs. Net ex Godown,
SHEWAN, TOMES & CO.,
General Manager.
Hongkong, 11th December, 1899. [1534a

Notice of Firms.

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE.

FROM This Date Mr. H. P. WADMAN has been appointed ACTING SECRETARY.
By order of the Board of Directors,
A. S. GARFIT,
Acting Secretary.
Hongkong, 1st January, 1900. [3b

NOTICE.

WE have This Day admitted Partners in our Firm: Mr. MAX NICLASSEN and Mr. RUDOLPH LEMKE, and we have authorized to jointly sign our Firm per Procuration: Mr. FRITZ LIEB and Mr. ERNST DELBANCE.
ARNHOLD, KARBERG & CO.
Hongkong, 1st January, 1900. [4b

NOTICE.

I HAVE This Day established myself in Hongkong as a MERCHANT and COMMISSION AGENT, under the STYLE and FIRM of F. W. HALL & Co.
F. W. HALL,
No. 1, Duddell Street.
Hongkong, 1st January, 1900. [16b

To-day's Advertisements.

JUBILEE LODGE

OF INSTRUCTION.

THE REGULAR MEETING of the above Lodge will be held in the FREEMASONS' HALL, TO-NIGHT, the 4th instant, at 8 for 8.30 p.m. Visiting Brethren M.M. are cordially invited to attend.

Hongkong, 4th January, 1900. [6b

NOTICE.

THE WANCHAI GODOWNS.

WE the Undersigned have This Day been appointed AGENTS for the above Godowns, all Applications for Storage of Goods should be made to us.

T. RAUCHENSTEIN & CO.,
12, Beaconsfield Arcade.

Hongkong, 3rd January, 1900. [20a

THE WANCHAI GODOWNS.

WE have This Day appointed Messrs. T. RAUCHENSTEIN & CO. to be AGENTS for the above Godowns, all Applications for Storage of Goods should be made to them.

TANG LAP TING.
MOK KUN HUI.
MOK YEUK LIM.

Hongkong, 3rd January, 1900. [21b

TREASURY BILLS.

TENDERS for SPECIE—MEXICAN DOLLARS, Current in this Colony, and weighing 7.1.7., in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Officer in charge of H.M. Treasury Chest, until 11 A.M., on MONDAY, the 8th instant.

The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.

The Tenders to be in Duplicate and in sealed covers, addressed to the Officer in charge of H.M. Treasury, and endorsed "Tenders for Treasury Bills."

The right to accept or reject any or all of the Tenders is reserved.

E. H. GORGES,
Colonel,
T. C. Officer, China.

Her Majesty's Treasury Office,
Queen's Road.

Hongkong, 3rd January, 1900. [22b

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"HANGCHOW,"

Captain Pearce, will be despatched as above on SATURDAY, the 6th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th January, 1900. [12b

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above on MONDAY, the 8th instant, at 5 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 4th January, 1900. [10b

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"SUNGKIANG,"

Captain Moore, will be despatched as above on MONDAY, the 8th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th January, 1900. [1617a

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.
(Taking Cargo at through Rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS.)

THE Company's Steamship

"GISELA,"

Captain F. Mosca, will be despatched as above on FRIDAY, the 12th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 4th January, 1900. [23b

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1899.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892. [493

Intimation.

A. S. WATSON & Co., LIMITED.

GOODS
FOR THE
NEW YEAR SEASON.

A VARIED COLLECTION OF ARTICLES SUITABLE FOR PRESENTS.

CUT GLASS BOTTLES.

MEERSCHAUM PIPES, CIGAR AND CIGARRETTE HOLDERS, POUCHES, &c.
SMOKERS' SUNDRIES OF ALL KINDS.

PERFUMES IN ELEGANT CASES.

THE PUREST AND BEST
CONFECTIONERY.

WINES AND SPIRITS.
SCOTCH WHISKIES, IRISH WHISKIES, AMERICAN WHISKIES, BRANDIES, PORTS SHERRIES, CLARETS, LIQUEURS, CHAMPAGNES, &c., &c.
OF THE FINEST QUALITY.

NEW YEAR CARDS
OF
TASTEFUL & PLEASING DESIGNS.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

MARRIAGE.

At the residence of the Ladies of the M. E. Mission, Tientsin, by the Rev. R. R. Gaily, in the presence of Mr. J. W. Ragsdale, U. S. Consul, on the 21st of December, 1899. GEORGE BUTLAND to REGINA M. BONTKES.

The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 4, 1900.

REUTER'S TELEGRAMS.

THE WAR.

LONDON, January 2nd.

The Correspondents at Chieveley are unanimous in their opinions that the task confronting General Buller is stupendous. The Tugela River is in full flood and the Boer position a perfect fortress.

Disaffection in Cape Colony.

Ugly rumours are current in Capetown of disaffection in the Victoria West and Clanwilliam districts.

Re-inforcements.

The seventh division will embark by the 11th instant.

LATER.

Cape Colony.

An official despatch states that Col. Pilcher with a force largely composed of Canadians and Australians after a forced march of 22 miles surprised and completely defeated the Boer Commando near Belmont on the 1st instant taking their laager with 40 prisoners, besides killing and wounding many. The British lost Lieut. Adie of the Queensland Mounted Infantry, severely wounded, and three killed.

The British success at Dordrecht is confirmed. General French with Infantry in waggons, five squadrons of Cavalry and ten guns, attacked the Boers at daybreak on the 1st instant, shelled their laager from a kopje overlooking Colesburg, and, after silencing their guns, took the position and cut off their retreat at the road-bridge. The enemy, 5,000 to 7,000 strong, occupies a strong laager near the junction. The British loss was three killed and seven wounded.

WEATHER REPORT.

The Observatory report says:—

On the 4th at 11.55 a.m. the barometer has fallen in E. Japan, risen on the China coast. The anticyclone still covers China, and gradients continue rather steep with very strong monsoon on the coast and in the N. part of the China Sea. FORECAST:—Fresh to moderate N. winds; weather improving.

LOCAL AND GENERAL.

FOOTBALL RESULT.

This afternoon at the Happy Valley, in the first round of the Hongkong Football Challenge Shield, the H.K. F. C. made 3 goals to 25th Co., S. D., R.A. 2 goals.

THE return of cases of communicable disease reported in the Colony during the week ended 30th December shows four cases and three deaths from plague and four cases of small-pox with two deaths.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

Liu Chiu Fan $50

THE opening concert of the Smoking Concert Club, Shanghai, was given on Thursday, the 28th ulto. Mr. Pelham Warren, H. B. M.'s Consul General, took the chair and a most successful programme was gone through.

TO-MORROW afternoon, on the Happy Valley, in the first round for the Hongkong Football Challenge Shield, the Engineers' Institute will play "F" Company, of the Royal Welsh Fusiliers. Kick-off at four o'clock. Referee:—Lieut. Greene, R.A.

GENERAL Otis has been instructed by the War Department not to go outside of the limitations of the Chinese exclusion act in the exclusion of Chinese subjects from the Philippines. This (says the 'Frisco *Chronicle*) is as it should be, and it is the first evidence given that the Government contemplates applying the general laws of the United States to our Philippine possessions.

THERE was some talk lately about a project for mining smokeless coal in China. Chinese projectors came to Japan to push the enterprise, and report said that Baron Iwasaki was likely to be connected with it. It is now stated that a company is to be formed of Japanese and Chinese in combination, with a capital of two hundred thousand yen, by way of preliminary. We (*Japan Mail*) are disposed to doubt strongly whether the Iwasaki family is associated with anything so small as that.

WE have received a copy of the "Anglo-Chinese Royal First Reader" printed by the Commercial Press Book Depot, Shanghai. It is similar to the usual "Royal First Reader" as used in some of the Hongkong schools, with the addition of having the lessons translated into Chinese after each exercise. This ought to be of very great assistance to whose who have to teach Chinese scholars. We have submitted the book to our translator and are assured that the translations are accurate and show that they must have been carefully revised.

AN official telegram dated Canton, 27th December, received by the Shanghai mandarins, states as follows: "Marshall Su has not yet arrived here, although he notified the high authorities that he would leave Kuangchouwan as soon as he had settled the boundary question with the French. This work was finished just one week ago, but there are no indications of his arrival at Hongkong, although a cruiser has been sent there to bring H.E. to Canton. It is, therefore, considered here, that Marshal Su has been detained by force at Kuangchouwan by the French as a hostage for the fulfilment of the conditions granted by the Imperial Government."

A TIENTSIN dispatch states that the barracks at Hsiaochan, some 50 miles distant from the first named place, formerly occupied by the troops of Yuan Shih-k'ai, now acting Governor of Shantung, will become the future cantonment of the Headquarters, or Middle Corps of the Grand Army of the North. This Corps numbers 10,000 men equipped with modern weapons, and is entirely composed of picked Manchus' selected from the Peking Field Force, and other Banner organisations. It is further stated that the Generalissimo, Jung Lu, intends to propose the construction of a military railway between Hsiaochan and Peking in order to facilitate his own journey between the two points, as well as for speedy transport of troops to the Capital whenever necessary. The old occupants of Hsiaochan will have their future home in Shantung, near their General, the Governor.

ON the authority of Dr. Kitasato, the *Fushin* states that the only course now possible for stamping out the plague in Kobe, which appears already to have spread to all parts of the city, is to thoroughly cleanse houses and premises, distroy all rats, medically inspect the people and collect all the inhabitants of the poorer quarters in Kobe in one place and there isolate them. The improvement of the drains and keeping houses clean, just as in the cities of Europe, are also recommended. The simplest way of catching rats, according to Dr. Kitasato, is to spread birdlime on a sheet of paper, putting in the centre something of which rats are very fond. It is an extremely difficult matter to disinfect houses, where plague has occurred, to such an extent as to thoroughly stamp out the disease. For instance, the house of Hirai at Fukiai, who recently died from the plague, was disinfected three times, and yet the children were affected three weeks after the disinfection had taken place. Such houses Dr. Kitasato urges should be pulled down and the débris burnt.—*Kobe Chronicle.*

ACCORDING to native papers, the mysterious character who was recently arrested at Chichow, Hupeh, for personating a brother of Kang Yuwei or a Manchu Prince incognito, and created much sensation among the Chinese besides causing the high officials to telegraph to Peking for information, has turned out to be a fraud. He was indeed thought by many to be the Emperor himself and on the Kianghsia Magistrate ordering him to be beaten on the palm, the prisoner wrote in vermilion a letter purporting to be an Imperial Edict to the effect that he had been travelling incognito since the 8th moon last year and now inevitably discovers himself through the insult of the Magistrate, who should be cashiered and punished, and the gaol warden should be promoted in his place. This supposed Edict the prisoner commanded the Warden to serve on Viceroy Chang who was quite taken aback and had the prisoner brought before him when on close examination the fraud was discovered. The prisoner has also an accomplice who posed himself as a Manchu Prince who had been following the Emperor in his secret travels. They both await severe punishment.

THE FRENCH MAIL.

The Agent of the Messageries Maritimes informs us that the departure of the French Mail Steamer *Ernest Simons* is fixed for 1 p.m. on Monday. In future, according to a new arrangement with the postal authorities at home the departure from Hongkong of the French Mail steamer homeward bound will be at 1 p.m. instead of at noon as hitherto.

BERI-BERI AT THE BLIND HOME AND BERLIN FOUNDLING HOUSE.

REPORT OF THE M. O. H.

The following report has been circulated among the members of the Sanitary Board:—

Sir,—I have the honour to submit the following report concerning the outbreak of Beri-Beri at the Blind Home and the Berlin Foundling House.

It is stated that the Blind Home, a one storey building on the Pokfulum Road, which maintains about 16 children, and is now closed, has had cases of Beri-Beri among its inmates since July of this year, the first case to occur there being an infant, who was admitted suffering from the disease. The only communication between this Home and the Berlin Foundling House (which are under different management) was the daily visits of a European nurse employed at the Foundling House, to a European friend at the Blind Home.

This European nurse herself showed no symptoms whatever of Beri-Beri, but the authorities of the Founding House are of the opinion that she must in some manner have conveyed the infection to the house, as the first two children to be attacked were being (surgically) dressed by this nurse, one for an affection of the eyes and the other for some skin affection. Within two or three days, however, of these two children showing symptoms of the disease no less than 50 or 60 others were attacked.

Up to December 7th the house contained 102 Chinese children and girls up to 16 or 17 years of age, and on this date 69 school children, all of whom were suffering from Beri-Beri, were sent to Macao, with six big girls (who were free from the disease) to assist in looking after them, thus leaving 27 healthy children in the House. Two of the children died in Macao shortly after their arrival there.

The children who were attacked were all between the ages of 4 and 7, and all of them slept in a series of adjacent ground floor rooms. These rooms are thoroughly well lit and ventilated and have close-boarded floors which are painted. Some children who slept in ground floor rooms in another part of the building were not attacked nor were any of the girls who slept up-stairs. No European cases have occured.

The children's dietary appears to be a most generous one, comprising rice, eggs, fish (fresh and salt on alternate days) meat (beef or pork) at every evening meal and thrice a week with the morning meal.

The special points about the outbreak seem to be the unusually early age of the patients (all between 4 and 7) the absence of overcrowding, and the abundant lighting and ventilation of the premises and the liberal dietary.

We must assume, I suppose, the germ which resides in the soil and is not transmissible from one human being to another except through the medium of fomites containing the germ, was conveyed by the European nurse in her clothing or more probably, perhaps in the soil adhering to her boots, from the Blind Home to the Berlin Foundling House, that it there developed rapidly and that the children sleeping on the ground-floor rooms nearest to the nurse's apartment were poisoned by the toxin generated by the infective germ. The fact that two children who required surgical dressing were the first to develop symptoms of the disease is only in accord with the accepted teaching, but I think that, in view of the very brief interval between their sickness and that of the rest of the children, these latter did not contract the disease from the first two, but that all derived infection from the same source.

I recommend that the Blind Home be thoroughly overhauled before it is again occupied and that all the ground surfaces be concreted beneath the boarded floors.

I also recommend the infected rooms at the Berlin Foundling House be thoroughly disinfected, limewashed and repainted and that if there is no concrete beneath the floors, that this be done before the children are permitted to return to the House.

I have, etc.,
(Sd.) FRANCIS W. CLARK,
M. O. H.

PROPOSAL TO EXTEND THE CENTRAL MARKET.

The following report has been circulated among the members of the Sanitary Board:—

Sir,—I have the honour to submit the following for the consideration of the Sanitary Board.

The necessity of a market for the wholesale and retail dealers in poultry and fresh fish has long existed, and as the reclamation of the Praya in front of the present Central Market would, when finished, be a very suitable place for such a building, I recommend that the Board advise the Government to retain the site for this purpose.

Should there prove to be more space than would be required for the fitting up of these shops and stalls, the remainder of the area could be profitably utilised as vegetable stalls, and so provide accommodation for many of the hawkers who at present infest the streets and byeways of the Central district.

I have, etc.,
(Sd.) C. VIVIAN LADDS,
20th December 1899.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

PIRACIES ON THE WEST RIVER.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I see by the translations from the Chinese papers in your valuable publication that the number of piracies now being committed on the West River are still numerous. Recently I was informed of a supposed piratical attack made on a village on the banks of the river, witnessed by a party of British gentlemen who were on a pleasure trip. Four gentlemen engaged a private launch at Canton for a trip up the West River, and when a little above Samsui, at about ten o'clock at night, they saw a boat firing at a village on the bank, while the villagers were returning the fire. On making enquiries they were told it was firing a salute in honour of Marshall Su. Such may be the truth. I am not in a position to say such was not the case, but, from what my imformant told me, I am more inclined to think it was an attack made on a neighbouring village by bad characters. I was told that the river is simply swarming with these lawless men, who either through their means of obtaining private information or their knowledge of the utter powerlessness of the Chinese authorities, lie in wait for any richly loaded bottom that may be passing their special district. Sometimes the craft may be attacked in another district's preserves, then there is trouble between the two gangs. This was what the party probably saw. There are guard boats, provided by the Chinese Government, stationed along the river bank at intervals of five or ten miles, but they never move unless ordered to do so, and it is more than half suspected they are in league with the pirates. The private steam launches are to a certain extent protected by having many folds of thick netting hung up on either side of the coxswain, to prevent the bullets from reaching the steersman, and most of the launches have stout wire netting placed around the bulwarks to prevent being boarded, and besides these precautions the crew carry arms for self protection. Notwithstanding this, the men belonging to the boat absolutely refuse to proceed when there is any chance of danger.

The pirates seem to have become thoroughly organised and have obtained so much power that they are enabled to intimitate the mandarins, and make them pay for exemption from being raided, or may be the pirates pay the officials not to be too energetic in their actions towards them. Either may be incorrect but it is certain that the Chinese mandarins are powerless to suppress the evil.

Up to the present time a launch with Europeans on board has not been attacked, in fact, I was told of an instance in which on being informed that Europeans were on board the pirates went away. This is not to say, however that Europeans have not suffered loss as, though the pirates or thieves are respectors of persons, they are not of the ownership of property and much loss has therefore accrued to foreign shippers from these depredations. The most severe loss has resulted from the state of panic that now prevails along the West River; the one thing essential to commercial activity is security, this one thing is most conspicuous by its absence, and until this terrible state of lawlessness is suppressed we cannot expect our trade to flourish.

The moral effect of our gun-boats being on the scene, or rather handy to it, and the knowledge that if caught the pirates will receive prompt punishment has done some little to abate the evil, but not much, and the reason is not hard to find. If we catch a pirate the law demands that he shall be hanged. Our severest punishment is tempered with mercy, the actual execution shall be with as little pain as possible under the circumstances. I do not wish to pose as bloodthirsty, ferocious and wishing to institute torture, but I am convinced, and others who are at all conversant with the Chinese are also, that the Chinese criminal does not fear death, it being a well-known fact that a substitute to be executed can be obtained in China by paying a comparatively small fee. It is also well known that many an innocent man has confessed to crimes to protect himself from being tortured, a confession being esssential by Chinese law before sentence can be passed. We certainly cannot resort to torture. We may hang them as pirates, but this form of punishment does not deter others from committing the same crime. We might hand them over to the Chinese authorities. This at the best it simply our relegating an unpleasant job, which we say we cannot do, to some one else to do for us, as by Chinese law the prisoners would undoubtly be tortured. But should we be certain that the mandarin or official to whom the pirates were passed over to, do their duty as laid down by the law. I think it is more probable that the official is already a participator in the profits of these piracies and that when the pirates were brought before him they would be allowed to go scot free; some poor luckless coolies might have their heads chopped off as a Chinese official is always ready to oblige with a dozen or two executions if he thinks by so doing he will make things more comfortable for himself.

Two things are certain, that the pirates land their loot at riverside villages and that the mandarins of these villages either will not, or can not afterwards discover either the men or the stolen property. I think this clearly shows that the villagers are in league with the pirates, in fact what in British law is called "accessory before the fact" and thereby equally liable to punishment. If our gun-boats bombarded a village or two at which it had been proved that pirated property had been landed, there is no doubt that villagers would not be so willing to assist these miscreants. We can reach the villages; we cannot the men.

There are objections, of course, grave ones no doubt, but when the whole world is suffering from these pests it is useless to stand too much on ceremony or even the letter of the law.

With the usual apologies.

I am, etc.,
"STUDENT OF CHINESE CHARACTER."

Hongkong, January 4th, 1900.

LIME WASHING PROSECUTIONS.

The following minutes regarding the procedure in prosecuting limewashing delinquents has been circulated to members of the Sanitary Board.

The President.

(1) It appears to be necessary for the Board to take into consideration certain matters in connection with the limewashing and cleansing question—The present machinery for enforcing the bye-law under sections 18, 19, 20 and 21 of Ordinance 24 of 1887 is slow, laborious and generally unsatisfactory.

(2) The wording of the bye-law also is open to question when it is considered that the object of it is to secure the cleansing of *Chinese houses* which are not occupied by one sole tenant and his family.

(3)—Again the enforcement of the bye-law is no doubt the cause of the increasing number of applications for exemption of certain houses from its operations on various pretexts and many of these applications only reach the office, *after the applicant* has been summoned, but in strict justice it is necessary that inquiry be made into the truth of the reason put forth, then the paper has to circulate and the Board decide at a meeting; in the meantime the case is sub-judice at the Police Court and probably remanded. I beg to suggest that the time necessary to give an answer to such an application may be materially shortened and business facilitated if the Board take advantage of the powers of Ord: 11 of 1895 and appoint a select committee under Sec. 4 of as many members or others as the Board sees fit, to whom I should be able to forward applications, and from them receive instructions.

At the present time, to give an illustration of the slow way in which the law can be worked, at the end of October certain owners had not complied and although all reasonable speed has been observed yet at the end of November we were only able to bring them before the Magistrate. Practically the limewashing of the Central Division is now finished save only those who are being summmoned or who will within the next few days be so dealt with.

(Sd.) C. W. DUGGAN,
Secretary.

The Secretary.

Send me the papers re the making of the Byelaw governing the cleansing and limewashing of Premises. It was made by the Sanitary Board on 13th day of August 1896.

M. O. H.
4.12.99

The President.

In obedience to the decision of the Board I have to point out that the limewashing bye-law gives two months within which the houses in each particular division of the City of Victoria have to be cleansed by the owners.

That bye-law is well known to all landlords; any offence against it is not committed through ignorance of its provisions. Thus it may be very truly said that there is no just need for a notice (as provided for by Section 19 of Ord 24 of 1887) to be issued to an owner who breaks it, he knows what he is breaking (in contra distinction to many persons who may cause nuisances of which they may really be in ignorance at the time of so causing).

It is found in actual practice that the issuing of these notices which are said to be obligatory under the above quoted section makes the otherwise simple work of bringing offenders to book so long and slow and so laborious that it is impossible to deal effectually with the defaulters under six weeks after the expiry of each two months, and the necessity for giving this notice after a flagrant breach of a well known bye-law has apparently another bad effect, for a careless man, or worse, a man who waits for a chance to evade the law, will be able, and it seems likely from the list of defaulters that they are, to wait till he receives a notice, after the two months has expired, and then only will he do the work. With men of this class to deal with, the necessity for giving notice tends to retard the work.

Taking all these things into consideration it seems that there is no moral obligation on the Sanitary Board to inform a man that he has broken a bye-law any more than there would be to give notice to a man who contravened section 30 of the Ordinance and kept goats without a license. Therefore I would ask that the Board uses its influence to procure the repeal of the Section 19 and of so much of the following Sections 20 and 21 as will be necessary in order to allow the Board to bring a man to the Police Court the moment he commits any offence against this or any other bye-law made under Section 13 of Ordiance 24 of 1887.

The Public Health Act 38 and 39 Victoria Chapter 55 on which I believe our local ordinance was founded does not contain any such requirement with regard to procedure under bye laws as far as I can see it.

I think I have shown that the requirements of Sec. 19 work injuriously to the public interests, in that they retard the enforcement of Sanitary regulations and I may say with equal justice that the repeal of Sec. 19 and of parts of Secs. 20 and 21 would not inflict any injustice on individual members of the public, who cannot require any more notice of offences against the bye-laws of Ordinance 24 of 1887 than of offences against those of any other ordinance.

(Sd.) C. W. DUGGAN,
Sec.

13th December, 1899.

Plase circulate; if I am not mistaken this has been pointed out by the Board before and the Attorney General advised that the present procedure must be adopted.

(Sd) M. O. H.

The President.

On C. & O. 1976/1899 the Hon. Attorney General did advise so, but I am asking that the law which renders that course necessary be altered, as I have tried to show that it is not for the sanitary improvement of the colony that the present cumbrous machinery should be allowed be allowed to exist, while its abolition will not work any injustice or hardship.

(sd) C. W. Duggan.

14.12.99.

THE LATE MR. YEH CHING CHONG.

A SHORT SKETCH.

The subject of this short sketch was born of rustic parents in a village suburb of Ningpo on the 20th day of the 6th moon, 20th year of Tao Kuang (July, 1840) which made him a little over fifty-nine years of age at his death which occurred at his residence No. 1109 A, Broadway, Hongkew, on the 3rd day of the 10th moon, 25th year of Kuang Hsü (5th November, 1899), although according to the Chinese method of calculating ages he was considered to be sixty years old when he died.

The second son of a family of five, he lost his father at the age of six and at nine was sent to the village school to learn his letters, but owing to the poverty of the family the youngster could only stop six months. On leaving school Ching Chong helped his widowed mother and elder brother to till their little plot of ground for three years, but being of an ambitious and energetic disposition he was anxious to earn a little hard cash for the support of the family. At the age of 14 he entered the employ of a neighbour who ran an oil mill, where he remained two years. Hearing of the importance of Shanghai he and a fellow villager took passage in a papeco junk and, in a couple of days, found themselves at their destination. He secured, upon arrival, employment in a ship chandlery and was soon promoted to be a runner for his hong. The year 1861 saw Ching Chong the possessor of his first store—a ship chandlery and sundries concern—at the head of the Hongkew Creek bridge, on Broadway. This pioneer store has now five offshoots situated in the various settlements, such as "Y. Ching-chong," "W. Ching-chong," etc. Once he had obtained a foothold fortune seemed to smile upon his efforts. With an enterprise not usual amongst Chinese merchants Ching Chong launched his hongs in almost every large Treaty port in China, so that the name of Ching Chong is widely known in the interior of China and has become synonymous with kerosene oil in every city of the empire where the oil is known and used. His name was also connected with silk filatures, match factories, etc. He was also well-known as a philanthropist and his intense love for his fellow-provincials of Chêkiang, among whom no one ever appealed to him in vain, has made his name idolised by them. So well appreciated were his charities by the Imperial Government that not only did he receive increased official rank, but also two autographic tablets written by Royalty itself, praising his philanthropy. He could well afford to give largely, for if public report be true, the late Mr. Yeh Ching Chong died worth nearly six million taels.—*N. C. D. News.*

PLAGUE AT NAGASAKI.

The following report has been circulated to members of the Sanitary Board:—

British Consulate,
Nagasaki, Dec. 16th, 1899.

Sir,—I have the honour to report to you, for the information of His Excellency the Governor, that two cases of pest have recently occurred within the jurisdiction of this Consulate.

In the first, a boy, one of the crew of a small Japanese steamer, which left this port on the 25th ultimo for Osaka, died on board, on the 27th ultimo. While the steamer was at Hakata, a port near Moji.

In the second, a man died in the immediate neighbourhood of Nagasaki on the 4th instant, and I have been to-day informed that, after prolonged medical investigation, the disease of which he died must be considered to be of the character of pest.

As both these are isolated cases and as no declaration has been made by the Japanese Authorities that either Nagasaki or Moji or Hakata is to be considered infected I have not thought it necessary to inform you of them by telegraph, but should any fresh cases occur, which may appear to render it advisable that I should telegraph to you, I shall not fail to do so immediately on my receipt of authentic information.

I have, etc.,
(Sd.) JOSEPH H. LONGFORD,
H.B.M.'s Consul.

IMPERIAL DECREES.

December 27th.

(1) Wang Wên-shao, President of the Board of Revenue is appointed Assistant Grand Secretary, *vice* Sun Chia-nai retired.

Note.—It would seem by the above that Wang Wên-shao's prayer to be allowed to resign has not been entertained.—*Translator.*

(2) Hsü Fu is appointed President of the Board of Civil Appointments, *vice* Sun Chia-nai, retired.

(3) Hsü Yung-yi, Senior Vice-President of the Board of Civil Appointments, is promoted President of the Board of War, *vice* Hsü Fu, transferred as above.

(4) Hsü Hui-li, Junior Vice-President of the Board of Civil Appointments, is promoted President of the Court of Censors.

(5) Chao Shu-ch'iao, President of the Board of Punishments, is also appointed Governor Adjoint of the Imperial Prefecture of Shuntienfu (Peking), *vice* Sun Chia-nai, retired.

(6) Ho Ch'eng-ngao, Brigadier-General of the Hochou division of Shensi province, who was received in audience this morning, is ordered to report himself for duty to the Generalissimo of the Peiyang and Grand Army of the North.—*N. C. D. News.*

MEZZANINE FLOORS OR COCKLOFTS.

AMENDED REGULATIONS.

The following amended regulations respecting Mezzanine Floors and Cocklofts were submitted at this afternoon's meeting of the Sanitary Board:—

1. Under the provisions of Section 5, Sub-section (*a*) of Ordinance 34 1899, it is unlawful to construct, put up, continue or maintain in any room of any domestic building, any mezzanine floor, or cockloft whatsoever which is not in accordance with the following regulations:—

(*a*) Such mezzanine floor or cockloft shall be situated in the ground or the top floor of the premises.

(*b*) The building shall be constructed, ventilated, lit and maintained in a sanitary condition to the satisfaction of the Sanitary Board.

(*c*) The mezzanine floor, or cockloft shall not extend over more than one half of the floor area of the room and shall have a clear space below it of not less than nine feet measured vertically, provided that this space is sufficient to prevent the obstruction of any doorway or window situated in an external wall.

(*d*) The space above such mezzanine floor, or cockloft shall be used for storage purposes only, unless such space measures not less than nine feet vertically, in which case it may be used for sleeping purposes also. The spaces above and below such mezzanine floor, or cockloft shall not be enclosed except in accordance with Section 4 of Ordinance 34 of 1899.

(*e*) No mezzanine floor, or cockloft, shall be erected or maintained in any room which contains one or more cubicles or partitions.

(*f*) No mezzanine floor or cockloft shall be erected or maintained in any kitchen.

(*g*) Provided that any existing cockloft for which a permit in writing has been issued by the Sanitary Board in accordance with Government Notifications 373 and 407 of 1895 shall be allowed to remain in accordance with the conditions of such permit.

The Vice President added the following minute. (*d*) "Nine feet vertically" I think "in any one part" should be added. This clause and the next seem to me contradictory because section 4 of the Ordinance refers to cubicles and says you cannot have a cubicle or cubicles when you have a cockloft.

THE WAR.

At the annual meeting of the East and North of Scotland Liberal Unionist association at Edinburgh on 29th November Professor Ramsay delivered a very interesting address recounting his interviews with President Steyn, of the Orange Free State, and chief Justice Kotze, of the Transvaal, his object being to tender proof of the statement that the Jameson Raid had in fact nothing to do with the hatred of the Boers against England and their preparations for destroying British prestige in South Africa. The *Scotsman* gives the following report of Professor Ramsay's address:—

Professor Ramsay, (Glasgow,) moved the following resolution:—"That this meeting thanks Mr Chamberlain for his many services to the State, and especially for his patient but firm conduct of South African affairs; repudiates with indignation the presistent calumnies by which he has been assailed; and congratulates him on the enthusiastic support now accorded to his policy by the great body of the people." (Cheers.) In speaking to the resolution he said—There are two points in connection with the South African question upon which attention at present is being concentrated. The first is whether there has been a deliberate attempt on the part of the Boers in South Africa to cast off all connection with the British Government, and the second is the degree of blame which attached to the Governments through the years since 1881, for the comparative indifference which has been displayed towards South African affairs. I was in South Africa immediately after the Jameson raid, in May, June, and July of 1896, and through the courtesy of high officials I had the privilege of meeting with prominent British and Dutch politicians out there. I had interviews with Lord Justice Kotze and with President Steyn, of the Orange Free State. I have never up to the present made these interviews public, but I see no reason why I should not say a few words on them now. Chief Justice Kotze is a highly-educated man; a first-rate lawyer, educated in an English Inn of Court, and was until quite recently a prominent citizen in Cape Colony. At the time I speak of, he was the High Chief Justice and the right-hand adviser of President Kruger, and at the time of the raid took a very strong pro-Boer and an anti-British view of the situation. What struck me most of all in the course of the interview was this—he said to me it is altogether a mistake to talk about working for the Transvaal Power—I am not serving them; it is also a mistake to talk about serving the British Power. The principal thing to aim at is South Africa for the Afrikanders. I asked him what position he would reserve for the British Crown under an arrangement of that kind, and his assurances were of an extremely slim and slender character. He gave me the impression that all the thinking men of his school throughout the whole of South Africa in our Colony and outside of it were looking forward to a time when South Africa would become a State by itself, with all the colonies merged in it, and in a condition of absolute or almost of semi-absolute independence of this country. More strong still was the impression I derived from my interview of over an hour in duration with President Steyn. Like Kotze, he is altogether a different man from President Kruger. Like Mr. Kotze, he is a thoroughly educated man, and understands statesmanship and history. I spoke to him of an interview I hoped for with President Kruger, and I said, what am I to talk about? "Oh," he said, "don't at any rate talk any constitutional nonsense with him. He won't understand it. Don't talk about people having rights or of States being managed on certain principles. Talk about his fine country, and say anything you think he would like." (Laughter.) I may say that after three minutes' conversation with President Kruger I saw that one might just as well discuss constitutional politics with him as with the first dustman round the corner. President Steyn, to return to him, explained to me at great length all the grievances of the Outlanders. He said at the same time that they were mere moonshine; that there was nothing in them; and that the real truth of the matter was that there was a party of few stock-jobbers, who wanted to get hold of the country, and that that President Kruger was not going to allow. I said, well, of course, it is possible that the grievances cannot be understood properly by those who do not understand the country. But I think there is one point my countrymen are perfectly resolved on, and that is the maintenance of Article IV. of the Convention of 1884—the Transvaal Government could not enter into a treaty with a foreign Power without its first being submitted to Her Majesty's Government. You may depend upon it, I said, that our Government will never give up that article. He said, "Why not? It is the greatest mistake to maintain that article. If is of no use to you. It never can be brought into effect, and it is a constant source of irritation." I confessed I thought that was a somewhat strong position for him to take up, and suggested that if Great Britain had the controlling of the foreign treaties of the country that was practically giving it the suzerainty which Great Britain thought it possessed. He said. "It is absolutely of no use to you, and it is one of the things which stand in the way of harmony." "Now, I put it to you," he continued—and I give you exactly his words, for I wrote them down immediately afterwards—"let me," he said, "put to you as an impartial person this question. Supposing, I am not putting a case which is likely to occur—but suppose that the Transvaal Government had made a treaty of alliance with Germany, and that treaty was sent to Her Majesty's Grovernment in England—do you suppose for one moment that the British Government would venture to veto it, knowing that they would have the people of Germany to deal with?" Well, I thought that was rather a poser, but I ventured to put the question in another way. I replied, quite so. But I think the way our people would put that question would be this—Do you think it the least likely that the Emperor of Germany would venture to make a treaty with the Transvaal if he knew that he had the Government of Great Britain in the background to object to it? (Cheers.) Now, continued Professor Ramsay, if the President of the Orange Free State talked in that way to a perfect stranger, he thought it was enough to show that his idea was that the supremacy of Great Britain was a thing to be chucked over, and also that it was not sprung in his brain at that particular moment—(applause)—but that years before the raid it had been a settled purpose of the Orange Free State, as represented by President Steyn, and of President Kruger in the Transvaal, with the secret support of a strong Dutch feeling in both the Colonies, that at the first possible opportunity the supremacy of Great Britain was to be relegated to performing the office of acting as police of the seaboard of a South African State. He thought it worth while mentioning these facts, because they noticed that amongst those who were opposing this war, one of the first cries was that this notion of a conspiracy throughout the Dutch population was absurd. His friend Mr. Bryce, who had written an excellent book on South Africa, had, unfortunately, added a preface to it. Mr. Bryce had the unique genius for repudiating, as a practical statesman, the conclusion that he had been led to as a true observer and philosophic historian, and never was that made more clear than in connection with the contents of the book and its preface. There was no doubt that for the last fifteen years, at least, there had been gradually growing up the idea amongst the whole Boer population that a time would come when the Afrikanders would be strong enough to hold their own against Great Britain, and to shape themselves into a Dutch Power in South Africa. Regarding the indifference which all Governments had displayed against infractions of the Convention, Professor Ramsay said he had met Sir Jacobus de Wet, the former British representative in the Transvaal, just after he had been dismissed by Mr. Chamberlain. He was furious with the Government, and said to him (Professor Ramsay), "would you like to see the confidential dispatches I have sent home for the last few years? I have no business to show them to anybody, but after what they have done to me I don't care who sees them." Well, the burden of these dispatches was this—Sir Jacobus de Wet was pointing out continually infractions of the Convention, beginning often with small things and ending in serious things, but that the Government at home had practically said to him—"Oh, for God's sake don't trouble us with the affairs of the Transvaal." It was the long neglect of these complaints and the growing boldness of the Transvaal Government in regard to them that made it so difficult for Mr. Chamberlain and the present Government when the matter was taken up in earnest. He believed that when the history of this whole matter came to be read, Mr. Chamberlain's conduct in regard to it would constitute one of the greatest triumphs in diplomacy ever achieved by this country. (Cheers.)

Mr. George Watt, advocate, prospective Unionist candidate for Banffshire, seconded. The abuse, he said, which had been showered on Mr. Chamberlain in some quarters he thought was due to three causes. He believed the Radicals had never forgiven him for the strong position he took up on the Home Rule question. The second was the strength, directness, and success with which he assailed his opponents; and thirdly, the high position in the State, to which he had single-handed attained, begot dislike and jealously among a certain type of people. He believed Mr. Chamberlain in an increasing degree was appreciated by all in this country except those whose appreciation would not be at all to his credit. (Laughter and applause.)

The resolution was heartily passed, and it was agreed to send a copy to Mr. Chamberlain.

On the motion of Sir Andrew M'Donald, a vote of thanks was given to the chairman, and the proceedings then terminated.

CURRENCY LEGISLATION IN THE UNITED STATES.

A Bill for the reform of the United States currency has been prepared by the House Caucus Committee, and will be introduced as soon as Congress meets. As explained by the Chairman of the Committee, the Bill is not intended to "give a scientific system of currency, but is designed to establish in law the gold standard," that being, he holds, "the greatest and most essential point in a sound and practical monetary standard." The present law, it is maintained, leaves the alternative gold and silver standard in operation, the silver as well as the gold dollar being unlimited legal tender. In practice, however, it may be said that the gold standard even now prevails, since it is the declared policy of the Government and the Legislature, as set forth in the Acts of 1890 and 1893, to maintain the parity between the two metals, and in accordance with that policy, the Treasury has been ready to cash its silver certificates in gold, and also, though it has been seldom called upon to do so, to give gold for silver coin. But on the other hand, it has to be remembered that Congress has more than once expressly refused to recognise the single gold standard. Thus, for instance, in 1895, when a loan had to be raised, the Rothschild-Morgan syndicate offered to lend the money at 3 per cent., provided the principal and interest were made specifically payable in gold, whereas if the undertaking were merely that payment should be made in "coin," thus leaving the Government the option of paying either in gold or silver, their charge would be 4 per cent. And with this choice before them the Legislature deliberately elected to pay the higher rate. Of course, too, the silverites have always maintained that the double standard exists, and that there would be no breach of faith if the Government and all other creditors paid their obligations in silver. The present position, therefore, may be said to be that the double standard exists tempered by a declaration of policy which enjoins upon the Treasury the task of maintaining in the currency a parity been gold and silver. That parity has been maintained, but at times the task has been by no means an easy one, and besides, it is rightly contended that the present arrangements leave too much to the discretion of the Treasury. If, for instance, the Bryanites had scored at the last Presidential election, then without any change in the law the country might have been, by the mere action or wilful neglect of the Treasury, forced back upon a silver basis. Since practically at present gold is the standard, as, indeed, it has been ever since the resumption of specie payments, the enactment of a law explicitly establishing that standard would in no way disturb the business of the country, while it would remove what has sometimes been a dangerous dubiety, and would, so far as an Act of Parliament—which if one Legislature may enact another may repeal—can do, guard against the recurrence of such troubles as those which the country had to pass through before the last Presidential election.

Yet, however desirable in itself, the mere establishment of the gold standard would do nothing to remedy the great defect of the existing currency system of the States. That defect is, that there is no machinery by means of which the volume of the currency can be made to expand and contract in accordance with the varying requirements of the country. It is this which is mainly responsible for the great monetary stringency that has been experienced during recent months, and which has compelled the Secretary of the Treasury to have recourse to such expedients to relieve the market as his offer to prepay interest on the Debt up to July 1st next, and to set free some £5,000,000 of the Treasury balances, by the purchase of Government bonds. True, gold has latterly been passing into circulation in large amounts. But the conditions of international trade that have enabled the States to attract and retain such large quantities of the yellow metal cannot be relied upon to continue, and apart from gold there is no expansive element whatever in the currency. The greenbacks, or Government notes, are a fixed quantity. Gold certificates can only be issued against deposits of the metal, and although they are more convenient than the gold coin, for which they can be substituted, their issue does not add to the circulation. The national banks certainly have power to increase their note issues, but only under conditions that render it unprofitable for them to do so. Such issues can only be made against a deposit of Government bonds with the Treasury, and only to 90 per cent. of the face value of such bonds. The banks, moreover, have to pay a tax on their circulation, and under such conditions, it does not pay them to buy bonds at a big premium for the purpose of issuing notes against them. It would seem, although it is not quite clear from the sketches of the forthcoming Bill that have been telegraphed here, that it is proposed as a partial remedy for this state of things to authorise the banks to issue notes to the full face value of the deposited bonds, and to reduce to ¼ per cent. the tax on their circulation. Such a measure as that, however, would go but a little way towards increasing or adding elasticity to the circulation, especially as the machinery for the withdrawal of notes once issued by the banks is so cumbersome and slow in its operation that they do not care to expand their issues to meet temporary or seasonal demands. It may be that when the text of the proposed Bill has been made public, its scope will prove to be wider than the forecast of it would seem to indicate. All present information in regard to it, however, points to the conclusion that while good so far as it goes, it goes but a little way towards effecting the thorough-going reform that is necessary to place the currency system of the States on a sound and satisfactory basis. Its promoters, however, may be right when they affirm that it is as big a measure as there is any hope of inducing the Legislature to pass in the coming Session, and, of course, even less than half a loaf is better than no bread.—*Economist.*

THE EXTERNAL POSITION OF FRANCE.

There are many aspects of the present strange situation in France which may well attract the observer's attention, and which will attract that of the future historian, but there is one which in this country is not sufficiently noticed. This is the momentary effacement of her external power, for, though she does not quite realise the fact, she is for the moment effaced. Owing to the silent, but bitter, contest still raging within her between the civil authorities and the Army, her Government, unless violently insulted or injured, is compelled to avoid undertaking any great external enterprise without an ally. Such an enterprise could not be attempted except through the Army, and if she were defeated, the Republic would perish at once, while if she were victorious, the general most responsible for the victory would at once abolish the Constitution. No thoughtful or experienced man in France doubts this for a moment, and naturally it makes the authorities, whose duty as well as inclination it is to preserve the Republic, most reluctant to declare war. They want neither defeat nor a triumph for a Cæsar. The only condition on which they might run the risk is a fair certainty of victory, such as might overcome statesmanlike fears by patriotic hopes, and that involves a necessity for strong and effective alliances. But though almost any State in Europe would in ordinary times be proud of France as an ally, at the present moment they all hesitate to connect themselves with her, partly from motives derived from the general situation, and partly from distrust of her internal condition. England has very few permanent interests which are really opposed to those of France, none, indeed, except in Egypt and Siam, and her last great alliance was with her, but so embittered is the temper of the French people, that England can make no overtures in fear of an insulting refusal. Germany has a permanent quarrel with her about the possession of Alsace-Lorraine, and, even if this were waived for a momentary definite object, Germany would hesitate by exciting French national pride to induce her people to think once more with hope of the *revanche.* Austria, which was once an ally even against Prussia, and which has always Catholic sympathies, and a consequent desire to aid in breaking up Italy, is unable to depart from the League of Central Europe, and so leave herself at the mercy of the great Slav power. And Russia has no motive in exerting herself to liberate French diplomacy. She cannot gain by the prosperity of France unless France weakens Germany or England, and that is precisely what France, while Central Europe holds together, is unable to do. It would not pay France to fight a great war in order to secure Northern China or Anatolia to Russia.

Moreover, apart altogether from the general situation, the Powers which watch France anxiously, and are fairly well informed, are unable to rid themselves of distrust as to her future. They see that the civil Government and the Army are not agreed: they perceive that internal peace is only kept by mingled adroitness and nerve, and they are utterly at a loss what to expect as the final outcome. If it is a Red Republic which is at hand, then they are all opposed to it—Russia as much as any other Power—so opposed that they will probably all be hostile in a more or less active way. Great Britain, as an essentially Conservative State with great interests in peace and order, and Russia, as an autocratic State, hate that kind of thing, while Austria and Germany have both of them strong Socialist parties within their borders, which they would expect to see aggrandised if France maintained herself even for a time as a State with Socialist principles. If, on the other hand, the internal agitation in France ended in a military dictatorship, England, Germany, and Austria would all alike anticipate war, which to the last-named Powers would be an extremely formidable one, while even Russia would dread being dragged into a contest from which she could expect to gain nothing. Russia does not wish to annex either German or Austrian provinces, and the acquisitions in China or Turkey, for which she does wish, depend upon the action of Great Britain and Japan, and not upon that of France. Even a second Napoleon could not cross the sea in our despite. Under such cricumstances the statesmen of the Continent, always cautious, and now more than ever so, because any war must involve such vast efforts and sacrifices, see no safety in alliance with France, and, in spite of some appearances, steadily avoid one. Each Power thinks it good policy to keep the weapon in reserve, and each one occasionally brandishes it when a negotiation is on hand, but each one, we may rely on it, recoils at present from the kind of alliance that would really increase French force. The uncertainty of the future is too great, and Paris is left for the moment isolated in Europe.

We think it on the whole improbable that the situation will last. It is not a natural one, and is not consistent with history, which we should not forget is always the gross result of permanent natural forces and tendencies. The French people will before long in one way or another cure their present paralysis and become again a formidable nation. Nothing that has recently occurred, melancholy as the scene has been, has affected the broad facts that France contains thirty-eight millions of unusually competent persons, with a soil from which they extract enormous wealth and with singular capacity and inclination for war. In strong hands her inhabitants will again be one of the most ambitious and mobile of peoples, and when in that mood their position in Europe, dominating as they do the whole South, and threatening the Centre, must always render them leading factors in European affairs. France has two millions of trained men, the second best fleet, and a great power of raising money rapidly on demand. Her peasantry, if appealed to in the name of patriotism, and on liberal terms as respecting interest, could and would, almost at a moment's notice, pour out amazing sums. The new century will probably not be many years old before France is again an object of anxiety to European statesmen, and a Power with whom alliances are eagerly sought. Unless unfortunate beyond the usual precedent of States, she is sure to regain a highly desirable position, but for the moment, in spite of that certainty, she is almost effaced. She cannot act by herself, and she is so distrusted, owing to internal commotions, that she cannot secure an effective ally, a position unusual in her history and fully deserving the careful attention of any politician who cares to study anything beyond the telegrams of the day.—*Economist.*

NOTANDA.

CALENDAR.

JANUARY.

Meteorological means based on fifteen years' observations to 1898.

Barometer	30.159
Thermometer	59.7
Humidity	74
Rainfall	1.545

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.29	30.20
Temperature	49	53
Humidity	91	71
Rainfall	0.40	—

TO-DAY.

Thursday, 4th January, 1900.

Chinese—*4th of 12th moon of 25th year of Kwang-sü.*

Sun—*Rises* .... *6hr. 40min.*
Sets. .... *5hr. 23min.*

Moon—*In Perigee 1hr. a.m.*

High water—*Morning* .... *11hr. 36min.*
Afternoon .... *10hr. 34min.*

Low water—*Morning* .... *5hr. 5min.*
Afternoon .... *3hr. 54min.*

ANNIVERSARIES.

1852—The *Amazon* burnt.
1870—Great Fire at Tokio.
1884—First election by the Hongkong Justices of the Peace of a member of the Legislative Council.
1897—A Deputation of the Court officials congratulated Sir John Carrington on his knighthood. Massacre of British Officials near Benin.
1898—Kiaochow leased to Germany for 99 years.

TO-MORROW.

Friday, 5th January, 1900.

Chinese—*5th of 12th moon of 25th year of Kwang-sü.*

Sun—*Rises* .... *6hr. 40min.*
Sets .... *5hr. 24min.*

High water—*Afternoon* .... *0hr. 17min.*
Afternoon .... *11hr. 23min.*

Low water—*Morning* .... *5hr. 46min.*
Afternoon .... *4hr. 46min.*

ANNIVERSARIES.

1642—Sir Isaac Newton born.
1757—Calcutta recaptured by Clive.
1827—Duke of York died.
1840—Decree of Emperor Tao-kuang prohibiting trade with the English.
1858—Commissioner Yeh captured.
1876—D. Smith, late chief officer of Canton river steamer *Ichang,* committed suicide.
1896—Village of Goi, Persia, destroyed by earthquake; 800 killed. The Government yielded to the Chinese petition re the Light and Pass Ordnance.
1897—Sharp shock of earthquake at Kiukiang. Trial of Mrs. Carew commenced at Yokohama.

AGENDA.

TO-DAY.

8 for 8.30 p.m.—Regular meeting of the Jubilee Lodge.

H.K.V.C. ORDERS.

5.30 p.m.—Trumpeter's class.
5.30 p.m.—F.B. Company Drill, at Kowloon Docks.
5.30 p.m.—"A" "B" and "C" Coys., Company Drill, at East Point.

TO-MORROW.

Cargo ex *Karlsruhe* subject to rent.

H.K.V.C. ORDERS.

5.30 p.m.—Signalling at Head Quarters.

SATURDAY, 6th.

Noon—P. & O. steamer *Parramatta* leaves, with mails, for London.
N. P. K. steamer *Saint Irene* leaves for Victoria B.C. and Tacoma.
Cargo ex *Merionethshire* subject to rent.
4 p.m.—Football, Rugby, England *v.* The World, in aid of the S. African Fund.
9 p.m.—Concert at City Hall in aid of the South African Fund.

MONDAY, 8th.

3 p.m.—Meeting of the Justices of the Peace, in St. Andrew's Hall, to appoint member of Legislative Council.
4 p.m.—Levee at Government House. Cargo ex *Indrapura* subject to rent.

TUESDAY, 9th.

O. & O. steamer *Strathgyle* leaves for San Diego.

WEDNESDAY, 10th.

Noon—Imperial German Mail Line steamer *Preussen* leaves, with mails, for Bremen and Hamburg.
Cargo ex *Tientsin* subject to rent.
9 p.m.—Repeat concert at City Hall, in aid of the S. Africa Fund.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English (*Valetta*) 7th inst.
German (*Preussen*) 9th inst.
American (*Coptic*) 11th inst.
German (*Sachsen*) 11th inst.
American (*Onsang*) 13th inst.
American (*America Maru*) 18th inst.
Tacoma (*Tacoma*) 18th inst.
Canadian (*Empress of India*) 22nd inst.

* * *

The Austrian Lloyd's S. N. Co.'s steamer *Gisela* left Kobe *via* Moji for this port to-day.

* * *

The N. P. S. S. Co.'s steamer *Monmouthshire* sailed from Yokohama for Portland Oregon on the 3rd inst.

* * *

The N. P. S. S. Co.'s steamer *Arab* arrived at Portland Oregon on the 2nd instant from Japan and Hongkong.

* * *

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India* left Vancouver on Monday 1st January 1900 in the afternoon for Hongkong *via* usual ports of call.

* * *

The P. M. S. S. Co.'s Chartered steamer *Onsang* with mails &c. from San Francisco to the 5th ultimo, has arrived at Yokohama, and will leave for this port to-morrow morning *via* Kobe.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba	at	Kowloon	Dock
Isla de Luzon	"	"	"
H.I.G.M.S. Hertha	"	"	"
H.M.S. Algerine	"	"	"
Sungkiang	"	"	"
Katsuyama Maru	"	"	"
Kung Ping	"	"	"
Triumph	"	"	"
Powan	"	"	"
D. Juan d'Austria	"	Cosmopolitan	"
Menmuir	"	"	"
Airlie	"	"	"

PASSED THE CANAL.

Outward—5th December—*Benvoirlich.* 8th December—*Glengarry, Regulus, Wakasa Maru, Yawariva.* 12th December—*Morven Westphalia, Stentor.* 15th December—*Kherson.* 19th December—*Canton, Hyson, Langbank, Sachsen, Aeolus, Burdon, Cathay.* 22nd December—*Babelsberg, Kanagawa Maru.* 30th Dec.—*Asturia, Benvenue, St. Jerome, Indus, Dart, Lootakkeu, Lynrowan, Olysapo.*

Homoward—30th December—*Glenshiel, Suevia, Annam, Machaon.*

SWATOW WEEKLY SHIPPING REPORT.

(30th December, 1899.)

ARRIVALS.

Date.	Vessels.	Where from.	Agents.
Dec. 24	Canton	Moji	J. M. & Co.
" 25	Hailoong	Hongkong	"
" 25	Phra C. Klao	"	B. & S.
" 25	Maidsuru Maru	"	B. & Co.
" 27	Tamsui Maru	Amoy	"
" 27	Wuchang	Wuhu & Chinkiang	B. & S.
" 27	Haimun	Hongkong	J. M. & Co.
" 27	Lienshing	Wuhu	"
" 28	Yungching	Hongkong	C. M. & Co.
" 28	Tailee	"	L. & H.
" 29	Ragnar	Hongay	B. & Co.
" 29	Chungking	Wuhu & Amoy	B. & S.
" 29	Haiching	Hongkong	J. M. & Co.
" 30	Formosa	Amoy	"
" 30	Machew	Hongkong	B. & S.

DEPARTURES.

Date.	Vessels.	Destination.	Agents.
Dec. 24	Yiksang	Shanghai	J. M. & Co.
" 26	Hailoong	Amoy	"
" 27	Phra C. Klao	Bangkok	B. & S.
" 27	Maidzuru Maru.	Amoy	B. & Co.
" 27	Tamsui Maru	Hongkong	"
" 27	Haimun	"	J. M. & Co.
" 28	Wuchang	Shanghai	B. & S.
" 29	Yungching	"	C. M. & Co.
" 29	Haiching	Amoy	J. M. & Co.
" 29	Chungking	Amoy & Shanghai	B. & S.
" 29	Lienshing	Shanghai	J. M. & Co.
" 29	Canton	Singapore	"
" 30	Formosa	Hongkong	"

SHIPPING IN PORT.

Date.	Vessels.	Where from.	Agents.
Dec. 28	Tailee	Hongkong	L. & H.
" 29	Ragnar	Hongay	B. & Co.
" 30	Machew	Hongkong	B. & S.

Shipping.

Arrivals.

THALES, British steamer, 879, Passmore, 4th Jan.,—Swatow 3rd January, General.—Douglas, Lapraik & Co.

PARRAMATTA, British steamer, 2,854, A. Symons, 4th Jan.,—Shanghai 2nd January, Mails and General.—P. & O. S. N. Co.

HOLSTEIN, German steamer, 985, M. Ipland, 4th Jan.,—Saigon 30th Dec., Rice.—Jebsen & Co.

GEFION, German cruiser, 4,200, Rollmann, 4th Jan.,—Bangkok 29th December.

HOLSATIA, German steamer, 2,300, T. Bahle. 4th Jan.,—Singapore 26th Dec., General.—Siemssen & Co.

CHOYSANG, British str., 1,194, G. H. Bowker, 4th Jan.,—Canton 4th Jan., General.—Jardine, Matheson & Co.

Clearances at the Harbour Office.

Sandakan, British str., for Sandakan.
Choysang, British str., for Shanghai.
Hsi Ping, Chinese str., for Canton.
Kwang Ping, Chinese str., for Chefoo.
Pakhoi, British str., for Yokohama.
Asama, British str., for Singapore.
Pak Kong, British str., for Canton.
Simla, British 4-masted bark, for Adelaide.
Kumsang, British str., for Singapore.
Thales, British str., for Swatow.

Departures.

Jan. 4, *Glenfalloch,* British str., for Amoy.
Jan. 4, *Haitan,* British str., for Swatow.
Jan. 4, *Hakuai Maru,* Japanese str., for Amoy.
Jan. 4, *Tamsui,* British str., for Wuchow.
Jan. 4, *Merionethshire,* British str., for N'saki.
Jan. 4, *Benlomond,* British str., for Kobe.
Jan. 4, *Kumsang,* British str., for Calcutta.
Jan. 4, *Michael Jebsen,* Ger. str., for Haiphong.
Jan. 4, *Jacob Diederichsen,* German str., for Haiphong.

Passengers—Arrived.

Per *Thales,* from Swatow—Rev. G. Johnson, and 153 Chinese.

Per *Parramatta,* from Shanghai for London—Corpls. W. Cox and J. J. Duff. For Colombo—1 Distressed seaman. For Singapore—Mr. G. Cochrane. For Hongkong—Messrs. A. V. Hogg, S. J. Levey, D. V. Drummond, W. Morrell, W. S. Wyles, B. Weber, E. F. G. Hatch and servant, Hon. A. Crighton, Mr. S. A. Millen, 2 Sikhs and 6 Chinese.

Per *Holsatia,* from Singapore—416 Chinese.

Departed.

Per *Diamante,* for Manila—Mrs. Goldstein and child, C. Schlessinger, Mrs. Elliott, Messrs. J. Grueza, José Cardona, Mrs. A. Pratzoortaza, Messrs. A. L. Young, F. Muhlhausen, J. F. Bromfüld, P. Bucklez, E. Cortes, Williamson, Bibby, D. Jaya Sariza, T. W. Jaya Suriza, K. V. Racis, A. G. Martin, Publo Celestino, and 3 Chinese.

Per *Nippon Maru,* for Shanghai—Messrs. A. C. Cattarini, Elia Raicevich, A. Fontana, Thos. Lucchi, Goyeku, Koga, John A. Moller, Wah Yau Mann, Chee Mee Tong, Alexane, Antonion, Stefanos, Mrs. Quiria Quida, Mrs. Kiriacos, Mr. W. V. Robinson, and 1 Parsee. For Nagasaki—2 Japanese. For Kobe—Mrs. Eckley, Messrs. C. A. Tomes, Green, A. S. Crawley, H. A. Belden, and 2 Japanese. For Yokohama—Mr. and Mrs. Goldner, Mr. and Mrs. C. Rogge, Messrs. Hasegawa, Leo Him, Cheng Fat Shan, and 1 Japanese. For Honolulu—Miss Mary H. Kront, Messrs. Ah Kyan and Chan She. For San Francisco—Miss A. L. Derrich, Mrs. W. H. Patton, Miss Patton, Messrs. F. W. Lawson, W. E. Tanner and S. C. Higgins. For New York—Dr. T. Papendrick.

Per *Yuensang,* for Manila—Messrs. J. Monteiro and A. M. Fonseca.

Miscellaneous Exports.

The American ship *Mary L. Cushing,* Hongkong to New York, 30th December, took:—150 casks Soy, 201 packages Canes, 396 packages Rattan-core, 562 packages Rattanware, 720 cases Joss-sticks, 1,865 rolls Matting, 1,950 cases Preserves, 2,040 bales Broken Cassia, 2,989 cases Fans, 3,700 cases Cassialignea and 20,271 packages Crackers.

STEAMERS EXPECTED.

Names.	*From.*	*Due.*
Wakasa Maru	Singapore	To-morrow
Glengarry	Singapore	Jan. 6th
Valetta	Singapore	Jan. 7th
Preussen	Japan	Jan. 9th
Coptic	Japan	Jan. 11th
Sachsen	Singapore	Jan. 11th
Onsang	Japan	Jan. 13th
Miike Maru	Bombay	Jan. 15th
America Maru	San Francisco	Jan. 18th
Tacoma	Tacoma	Jan. 18th
Bisagno	Bombay	Jan. 18th
Empress of India	Vancouver	Jan. 22nd

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	*Destination.*	*Date.*
Abergeldie	Portland, &c.	Jan. 27th
Afridi	New York	Qk. desp.
Airlie	Sydney, &c.	Jan. 6th
Algoa	San Francisco, &c.	Feb. 10th
Ambria	Havre, &c.	Jan. 18th
America Maru	San Francisco, &c.	Jan. 27th
Antenor	London	Jan. 23rd
Bayern	Straits, &c.	Mar. 7th
Belgian King	San Diego, &c.	Jan. 20th
Bombay	London	Jan. 25th
Breconshire	Victoria, B.C.	Jan. 20th
Canton	Shanghai, &c.	Jan. 11th
Carlisle City	San Diego, &c.	Jan. 15th
Carmarthenshire	San Diego, &c.	Jan. 31st
Catherine Apcar	Singapore, &c.	Jan. 9th
China	San Francisco, &c.	Mar. 3rd
City of Dublin	Victoria, B.C.	Jan. 12th
City of Rio	San Francisco, &c.	Mar. 27th
Coptic	San Francisco, &c.	Jan. 20th
Cowrie	London	Jan. 31st
Diomed	London	Jan. 9th
Doric	San Francisco, &c.	Mar. 10th
Emp. China	Vancouver, &c.	Jan. 17th
Emp. India	"	Feb. 14th
Emp. Japan	"	Mar. 14th
Gaelic	San Francisco, &c.	Feb. 13th
Gisela	Singapore, &c.	Jan. 13th
Hakuai Maru	Shanghai	Jan. 4th
Hamburg	Straits, &c.	May 16th
Hangchow	Shanghai	Jan. 6th
Holsatia	Havre, &c.	Feb. 8th
Hongkong Maru	San Francisco, &c.	Feb. 22nd
Inaba Maru	Marseilles, &c.	Jan. 14th
Indravelli	New York	Jan. 18th
Kamakura Maru	Marseilles, &c.	Jan. 26th
Kansu	Samarang, &c.	Jan. 17th
Karlsruhe	Straits, &c.	Jan. 24th
Kinshiu Maru	Victoria, B.C.	Jan. 15th
König Albert	Straits, &c.	April 4th
Loosok	Singapore	Jan. 5th
Maidzuru Maru	Swatow, &c.	Jan. 7th
Mazagon	London	Jan. 13th
Menelaus	London	Feb. 6th
Nippon Maru	San Francisco, &c.	Mar. 20th
Oldenburg	Straits, &c.	Feb. 21st
Parramatta	Europe, &c.	Jan. 6th
Preussen	Straits, &c.	Jan. 10th
Prinz Heinrich	Straits, &c.	May 30th
Queen Eleanor	New York	Feb. 1st
Rosetta	Japan	Jan. 6th
Sachsen	Straits, &c.	Feb. 7th
Saint Irene	Victoria, B.C.	Jan. 6th
Sarnia	Havre, &c.	Jan. 15th
Silesia	Havre, &c.	Feb. 5th
Strathgyle	San Diego, &c.	Jan. 9th
Stuttgart	Straits, &c.	Mar. 21st
Sungkiang	Manila	Jan. 8th
Taiyuan	Sydney, &c.	Jan. 15th
Thales	Swatow	Jan. 5th
Tientsin	Kobe	Jan. 6th
Trocas	Marseilles, &c.	Jan. 17th
Valetta	Shanghai	Jan. 7th
Wakasa Maru	Yokohama	Jan. 5th
Weimar	Straits, &c.	April 18th
Wittenberg	Havre, &c.	Jan. 27th
Yawata Maru	Thursday Is., &c.	Jan. 26th

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is the most valuable remedy for *Consumption, Scrofula, General Debility, Wasting Diseases of Children, Chronic Coughs, and Bronchitis* that has ever been produced. It is very palatable; it is very fattening and strengthening. It will ease at once the most violent cough and will give both comfort and strength to the sufferer. It possesses the combined virtues of these popular remedies in their fullest form. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China, Watkins & Co., Hongkong.—[*Advt.*

Intimations.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

NOTICE is hereby given that a certain SHARE CERTIFICATE numbered 2737 for 100 Shares in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, has been issued fraudulently and without the authority of the said Company and is now in circulation.

ALL PERSONS therefore are hereby warned against purchasing or otherwise dealing with the said Share Certificate.

EDWARD OSBORNE,
Secretary,
THE HONGKONG & KOWLOON WHARF & GODOWN CO., LIMITED.

Hongkong, 30th December, 1899. [1625a

"THE ABSENT MINDED BEGGAR."

GRAND NEW PATRIOTIC POEM by RUDYARD KEPLING Music, by Sir ARTHUR SULLIVAN.

Has created a furore unexampled, amazing, immense.

Order at once "for your Credits Sake and Pay, Pay, Pay."

Proceeds given to Patriotic Fund.

ROBINSON PIANO CO.,
Hongkong, Shanghai & Singapore.

Hongkong, 20th December, 1899. [1580a

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

Agencies:—
Miiki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohtsuji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanegafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Miike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

Hongkong, 11th December, 1899 [4c

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION, RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1896. [39

JAPANESE CURIOS.

JUST RECEIVED.

Plenty of
TOYS AND FANCY GOODS,
AT
MODERATE PRICES.
D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.

Hongkong, 16th December, 1899. [1382a

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LÜTGENS, EINSTMANN & Co.

Hongkong, 11th September, 1896. [19

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOAP. JEYES FLUID THE BEST DISINFECTANT. DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897. [11

Entertainments.

HONGKONG FOOTBALL CLUB.

In Aid of
SOUTH AFRICAN FUND.

A RUGBY FOOTBALL MATCH, England, against the World, will be played on SATURDAY, the 6th January, 1900, at 4 o'clock.

ADMISSION.
For each person of either sex.
To Ground ..... 10 cents.
To Grand Stand ..... 50 cents.
Members' Ordinary Tickets of Admission to the Club Stand are suspended for the 6th January.

F. BROWNE,
Hon. Sec.

Hongkong, 3rd January, 1900. [18b

THEATRE ROYAL,
CITY HALL.

A GRAND ENTERTAINMENT will be given on SATURDAY, the 6th January, 1900, in the THEATRE ROYAL, at 9 P.M.

In Aid of the
SOUTH AFRICAN FUND,
Under the Patronage of
H.E. Sir HENRY & Lady BLAKE,
H.E. Major-General & Mrs. GASCOIGNE,
Commodore & Mrs. POWELL,
and all the
Leading Citizens.

The Booking Office at CITY HALL will be OPEN on WEDNESDAY, the 27th December, at 10 A.M. ADMISSION $3 all over the House.

The ENTERTAINMENT will be repeated on WEDNESDAY, the 10th January. ADMISSION $2, to Dress Circle. $1, to Pit, Soldiers, Sailors, Police and Volunteers in Uniform Half-price.

Hongkong, 22nd December, 1899.

To be Let.

TO LET.

FROM now till 31st January, 1901, "WESTWARD HO," BONHAM ROAD.

For Particulars, apply to the
DIRECTOR OF PUBLIC WORKS.

Hongkong, 3rd January, 1900. [17b

OFFICES TO LET.

NO. 2A, ICE HOUSE STREET. Immediate Possession.

Apply to
W. DANBY,
Civil Engineer & Architect.

Hongkong, 7th October, 1899. [1281a

TO LET.

"HARFORD." MAGAZINE GAP.

GODOWNS at KENNEDY TOWN.
GROUND FLOOR, 52, PEEL STREET.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 17th November, 1899. [12

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [18

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1900.

NOTICE.

THE Undermentioned Vessels will sail from CHINA DIRECT
FOR
MARSEILLES, PLYMOUTH
AND
LONDON.

WITHOUT TRANSHIPMENT.

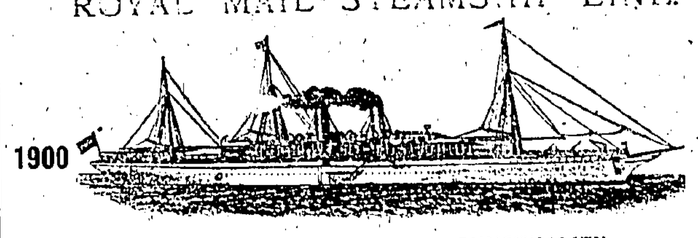
STEAMERS.	Tons.	LEAVE. S'hai.	H'kong.	S'pore.
Parramatta	4886	Mar. 27	Mar. 31	April 6
Massilia	5026	April 10	April 14	April 20

For Freight or Passage, apply to
H. A. RITCHIE,
Suprintendent, Hongkong.

4th December, 189 [1499a

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th January.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 14th February.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ....WEDNESDAY, 14th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK, in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 20th December, 1899. [3

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMAPNY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA,"

Captain A. Symons, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 6th January, 1900, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 23rd December, 1899. [5

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 20th Jan., at Daylight.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 13th Feb., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 10th Mar., at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 20th instant, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 26th December, 1899. [7

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Saint Irene.....	3,877	W. Attree...	Jan. 6.
City of Dublin	3,328	J. R. Rae...	Jan. 12.
Breconshire.....	3,567	G. E. Elliott	Jan. 20.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Abergeldie.....	3,777	J. Murray...	Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line,

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED.
General Agents.

Hongkong, 23rd December, 1899. [4

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIÂ INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, The UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Strathgyle.....	5,023	about	Jan. 9
Carlisle City.....	3,002	about	Jan. 15
Belgian King ...	3,379	about	Jan. 20
Carmarthenshire	2,929	about	Jan. 31

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO VIA KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 9th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 3rd January, 1900. [1330

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU ..... J. B. Macmillan	YOKOHAMA (DIRECT)	TO-MORROW, 5th Jan., at 4 P.M.
INABA MARU..... W. Bainbridge	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SUNDAY, 14th Jan., at .....
*KINSHIU MARU..... W. Brady	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI (WOOSUNG), KOBE and YOKOHAMA	MONDAY, 15th Jan., at 4 P.M.
YAWATA MARU..... A. E. Moses	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE ...	FRIDAY, 26th Jan., at 4 P.M.
KAMAKURA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 26th Jan., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 2nd January, 1900. [6

NORDDEUTSCHER LLOYD. (*Freight Service.*)

HAMBURG-AMERIKA LINIE. (*Freight Service.*)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
*SARNIA ..... Fuchs	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	15th January.	Freight and Passage.
AMBRIA ..... Burmeister	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	18th January.	Freight.
WITTENBERG ... Madsen	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 27th January.	Freight.
*SILESIA ..... Behrens	MARSEILLES, HAVRE & HAMBURG. (LONDON with transhipment in HAMBURG)	About 5th February.	Freight and Passage.
HOLSATIA ..... Bahle	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 8th February.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 27th Jan., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 22nd Feb., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 20th March, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 27th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 4th January, 1900. [1310

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

**Algoa* (via Moji, Kobe, Yokohama & Honolulu)	Saturday, 10th Feb., 1900, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 3rd March, 1900, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 27th March, 1900, at Noon.

(* Taking Cargo only.)

THE U.S. Mail Chartered Steamship

"ALGOA,"

will be despatched for SAN FRANCISCO, *via* MOJI, KOBE, YOKOHAMA & HONOLULU, on SATURDAY, the 10th February, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 21st December, 1899. [8

LYDDITE IN WAR.

Much has been said recently in the cable dispatches about Boer protests against the use of lyddite shells in the field and the deadly nature of the gases liberated by these shells. It seems from the following elaborate special article in the *New York Tribune* that international agreements do not bar any explosive used in shells of big guns, and that lyddite, while a powerful explosive, has not the suffocating power claimed for it.

Why should lyddite be barred in civilized warfare? This question was put to two prominent members of the United States Ordnance Department. The first answered: "Probably because General Joubert has none and the British have plenty," and the second simply said that he had no idea on what grounds the protest could have been made. "The aim of all these international understandings," said the latter of these two officers, "is to prevent the infliction of unnecessary pain. Explosive bullets for use in small arms are forbidden, because they lacerate the bodies of the wounded cruelly and needlessly. In the same way one form of the dum-dum bullet has been put on the forbidden list, though another form, which only increases the virtual caliber of the weapon —that is, gives to a 30-caliber bullet the effect of a 40-caliber—is allowed. But in the matter of artillery fire there is no limitation as to the character or force of the explosives used for filling shells."

"But," it was urged, "they say that at the battle of Omdurman, where these lyddite shells were used, many of the Mahdi's men were killed by suffocation."

"In the open air? Pooh!"

The expert further pointed out that there was nothing in the laws of war or the comity of nations to prevent people killing their enemies by suffocation, if that should happen to be the most effective means within reach.

There must be something, however, at the bottom of that "suffocation" story which has survived from the flaming days when the English papers were full of Kitchener's victory over "Fuzzy-Wuzzy" and his brethren. What gave rise to the notion that this explosive made a vapor which either poisoned or asphyxiated seems to be satisfactorily explained by an officer connected with the United States War Department, who was in New York last week:

"If you could explode twenty or thirty of those shells close together at the same time, then, I dare say, those of the men who happened to be standing at that spot and were not otherwise killed would be suffocated, even in the open air. But with the intervals of time between the firing of the successive rounds the carbonic oxide, which is poisonous, and the carbonic dioxide, which asphyxiates, would be dissipated in the open air. In an inclosed space it might be different."

What the correspondent really meant, I suppose, by asphyxiation, or suffocation, was the effect of the shock produced by the violent explosion of such a mass. The bodies of these poor fellows would be found without a scratch or bruise after the action, at spots where shells had exploded, and then it would be supposed that they had died of suffocation by the discharges of gas, or their deaths would be so described by a war correspondent.

"It is not generally understood what a tremendous concussion of the atmosphere is produced by the bursting of a shell charged with a composition of many times as much explosive force as that of gunpowder. As I understand, the naval guns latterly employed in the defence of Ladysmith throw a six-inch shell. In our ordnance a six-inch shell weighs 100 pounds. The armor-piercing projectile is nineteen inches long, the common kind twenty inches. The latter is made of cast-iron, and, of course, is filled with a much more sensitive fuse than the former, so that it will explode upon contact with the earth or earthworks, and this is the kind Captain Lambton must have used."

"Now, I cannot speak of the effect of such a shell except in the way of conjecture, because this is almost the first time it has been used in actual warfare, and I was not present; but I should say that nothing within a radius of ten feet could survive the explosion, and many more wounds would be inflicted beyond that radius by the fragments. The concussion would be fatal within the ten-foot radius, I believe. All that is generally known of its physiological effects so far is what has been ascertained by experiments with chickens. It was found that a number of chickens that had been within a few feet of a detonation like that of a lyddite shell were unwounded, but dead, and on dissection, their blood vessels were found to be choked with clots of blood. From this it has been deduced that the concussion produces such an effect upon the nerves as suddenly to check the action of the heart and blood vascular system, with, of course, fatal effect."

"As to the wounding power of the scattering fragments, that will vary with their size. The fragments of a high explosive shell are generally much smaller than those of a gunpowder shell, but their velocity is also generally much higher. I suppose that any fragment of a lyddite shell, except the small ones, would kill up to a distance of 150 feet from the point of explosion."

Referring to the statement that one shot from one of these heavy naval guns had wrecked a heavy 40-pounder on the Boer side, the same officer said he did not believe that this effect would have been produced unless the shell had struck either the gun itself or the carriage or exploded in the ground immediately under the carriage. Any one of these hits would be remarkable, he thought, though not by any means beyond belief in the high state of perfection to which the art of gunnery has been brought in recent times.

This lyddite explosive, which has so suddenly and so sanguinarily burst upon the notice of the general public, is one of the four principal chemical compounds that have been discovered within the last ten or twelve years for the promotion of peace and good will among civilized nations. The others are melinite, emmensite and thorite. Melinite is the pet of French artillerists. Emmensite, which may be roughly described as a mixture of picric acid and nitric acid, was discovered in 1888 by Dr. Stephen H. Emmens of New York. Thorite is the invention of Dr. Tuttle of Seattle, Wash., and is now being tried at Sandy Hook, with a view to its possible adoption by the United States Ordnance Department. Precisely for this reason it is impossible for any one not in the confidence of the Government or of Dr. Tuttle himself to learn anything about its composition. "The Ordnance Department," said an officer at Army headquarters, "is very strict in guarding the secrets of an inventor who submits his invention for its approval." This, of course, is only fair to the inventor in any case, and should the explosive be adopted for use its composition would be a secret of serious importance to the efficiency of the Nation's military services.

What appears to be understood, however, about thorite is that, like the other latest "ites," it is a modification of what is called "German gunpowder," the general make-up of which is not, as is commonly supposed, anything like guncotton or any preparation of nitroglycerine, but an affair of "sugar and prussiate of potassium, or of preparations of tannin, nutgalls, cream of tartar and some oxidizing agent."

As to the lyddite which has proved itself such an effective agent of destruction, here again nothing can be said further than what is written in the textbooks on explosives. The British military authorities are just as secretive in their experiments at Sheerness, Woolwich and on the Plumstead marshes as is the United States at Sandy Hook. But the books say that lyddite is some six or seven times as powerful as gunpowder, and in its composition akin to melinite, being a picric acid compound of potassium and ammonium. The picric acid in question, otherwise called carbazotic acid, is a substance which crystallizes in the form of yellowish flakes and gives a brown solution. It is formed by the action of nitric on carbolic acid.

This acid itself is not by any means of modern origin, having been discovered in 1788, but until recently it was chiefly employed in the peaceful capacity of dye for textile fabrics, and the equally peaceful, though not quite harmless, capacity of an adulterating agent in beer. In its latter use it has had the recommendation of an intensely bitter taste, which the inexperienced and the thirsty might easily mistake for the flavor of hops; and so picric acid may have been the undoing of "many a good tall fellow" long before it was called upon to help make an explosive.

One of the chief recommendations of lyddite, for practical use in war, is the comparative safety with which it can be handled. To explode at all it must be acted upon by a detonator, and a powerful one at that. The discovery of the explosive properties of picric acid is said to have been made accidentally, when a quantity of it being melted in a fire at some dye works at Manchester, England, flowed into some loose litharge and produced a violent explosion. The origin of the name is not to be found in any of the works in which the history and character of the substance are treated.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Arnold, A. K.	Kelly, Mrs.
Barker, A. M.	Lochemder, Lord
Bachmann, Mrs. E.	Langlade, Mme.
Bingham, Mr. & Mrs.	Lillie, J. J.
Barton, W. T.	McRay, A. L.
Bückendorff, A.	Moane, G. H.
Brown Bros., N. P.	McLeod, Mr. and Mrs.
Butt & Co.	Moldajao, P.
Butt, W. S.	Martini, Sig.
Blasersky, A.	McCoy, J. P.
Brown, R. A.	McClelland, Miss
Bourreau, G.	Morris, R.
Bisset & Co., Messrs.	Moseley, Mrs. M. E.
Calder, Miss	McGillivray, D.
Cong, G.	Modighani, G.
Chubb, A.	Machado, A. E.
Camillo, C.	Maitland, R. A.
Cooke, D.	Mason, F. O.
Crook, Miss H. C.	Maitre, C. E.
Gharlis, W. D.	Niven, L.
Clarke, Miss M.	Poincilit, C. H.
Cum Yi, W. S.	Petschak, M.
Close, C. G.	Prynn, F. J.
Churchill, W.	Pelley, E. Le
Christensen, Mrs. B.	Piesse, C.
Crooback, H.	Pierce, Mrs. P.
Cowell, J. M.	Pierce, W.
Cardona, J.	Polter, Rev. H. C.
Duncan, Mrs. J. A.	Pelley, Mrs. H. H. Le
Dubbers, A.	Paulsen, W.
Dalton, E. C.	Philippas, J.
Dezso, D.	Pijnappel, J. H.
Dawtershaw, Mrs.	Pracht, T.
Dickie, R.	Payot, H.
Duncan, J. W.	Rogers, Major A.
Dauncey, C.	Rouget, J.
Dow, P.	Reiber, F.
Dunstan, A. P.	Riccardo, P.
Durant, A.	Rourks, S. A.
Emanuel, A. H.	Roberts, Mrs. D.
Francis, Mr.	Rozario, Sra. D. E.
Finanzki, L.	Robbins, Miss J. F.
Ferraida, A.	Richardson, Mrs. F. M.
Fondey, C. F.	Rowe, E.
Fiereman, M. G.	Smallwood, E. E.
Ferrant, Mons.	Stiennon, J.
Femelas	Schustermann, V.
Fry, Dr.	Strongfield, Sir M. K.V.
Forster, R. C. H.	Sydney, W. A.
Glasse, Mr.	Steinhagen, Marie
Gohde, Mrs. G.	Stone, Miss J.
Geis, Mrs. L.	Seeberg, Capt. T.
Goldman, G.	Sharpe, C.
Grosjean, Mons.	Sheppelman, Mrs. H.
Goldshly, S.	Souza, J. M. de
Hudson, Lt. A. K.	Symons, Mrs. J.
Heinszen & Co., C.	Sentance, Mrs. M. A.
Hesketh, S. B.	Sternberg, G.
Harrison, W. H. C.	Stetson, T. A.
Havit, Maria	Schlosser, M.
Hold, J. G.	Shäte, G.
Heward, J. C.	Sherman, H. C.
Haimovitch, E.	Sonberbielle, E.
Hague, Mrs.	Thomson, R.
Hill, Mrs.	Taber, Miss H.
Hardouin, C.	Trizabal, A.
Iplicjian, S.	Tara Singh
Johnston, A. H.	Vallmiss, Rev. G. A.
Jackson, H.	Volkmann, J. T.
Johnson, G. C.	Windrich, K.
Karmol, J. J.	Wilson, Mrs. E.
Kyngdon, A.	Warbuk, Dr. K.
King, L. H.	Wheeler, P. H.
Knoll, Miss L.	Walker, C. H.

List of Registered Covers in Poste Restante

Antonietta, Ferroiolo.	Mugal Khan
Bonamour, P.	Madar, O. M.
Bourdonnel, Mons. de	Miller, Mr. S.
Cutsomitis, A. (2)	Nestor, W. N.
Cameron, Wm.	Pohusingh, Teguinat
Crawford, J. R.	Rleus, A.
Chief Engineer Hongkong Railway	Renault, Mons. Paul (2)
	Romero, J.
Ekman, Miss Ida	Reiber, Fr.
Forsyth, G. G. S.	Rankin, A. W.
Gatjards, J.	Ranchverger, Miss F.
Hooper, G. W. (4)	Schwaz
Hancock, W. St. J.	Stemer, C. L.
Israil, Eisik	Silva, M. da
Jackson, Sergt. C.	Swantanes, Rupert, S.C.
Johnston, W. J.	Syott, Mr.
Kalander Khan	Sanders, Mrs. M. A.
Khan, Melita	Suekermaun, R.
Kaufmann, W. W.	Silva, L. J. da
Kohn, Siegfried.	Taho, Mrs.
Lopez, J. G.	Tajima, Mr. G.
Mayer, A.	Vanuxen, L. C.
Millet, Miss.	Weisman, B.
Mehn, Estain	Weinstein, J.
Mullins, D.	Weil, R.

List of Registered Covers for Merchant Ships.

S.S. *Changsha* .....C. F. Moule.
S.S. *Calcha* .....J. Williams.
S.S. *Carlisle City*...Geo. Croll.
S.S. *Diomed*.....J. Fleming (Baker). (2)
S.S. *Diomid*.....W. McMarnie.
S.S. *Loosok* .....G. Menzus.
S.S. *Machis*.....A. J. Farrell.
S.S. *Patroclus* .....D. Pritchard.
S.S. *Patroclus* .....W. R. Wigmore.
S.S. *Paranäng* .....Chief Engineer.
S.S. *Rosetta*.....Miss Elder.
S.S. *Rosetta*.....M. T. Clarke.
S.S. *Tsinan*.....Capt. Anderson.

A parliamentary paper just issued gives a general abstract of the marriages, births, and death registered in England in 1897. The number of marriages was 248,843, births 921,254, and deaths 541,428. Of the births, 469,050 were males and 452,204 females, and of the deaths 280,325 were those of males and 261,103 of females.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Passmore, will be despatched for the above Port, TO-MORROW, the 5th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 4th January, 1900. [15b

SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SINGAPORE.

THE Company's Steamship

"LOOSOK,"

Captain Jackson, will be despatched as above TO-MORROW, the 5th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd January, 1900. [11b

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AIRLIE,"

Captain C. Kock, will be despatched as above on SATURDAY, the 6th January, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versâ*.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 9th December, 1899. [1528a

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 7th instant, at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 2nd January, 1900. [1213a

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain J. G. Olifent, will be despatched for the above Ports, on TUESDAY, the 9th instant, at Noon.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 2nd January, 1900. [7b

"SHELL" LINE OF STEAMERS.

FOR GENOA AND MARSEILLES.

THE Company's Steamship

"TROCAS,"

Captain Moses, will be despatched as above on or about the 17th January, 1900.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 27th December, 1899. [1612a

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAVELLI,"

Captain Craven, will be despatched as above on or about THURSDAY, the 18th January, 1900.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 20th December, 1899. [1583a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"

Captain Jackson, will be despatched on TUESDAY, the 23rd January.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 11th November, 1899. [1539a

"SHELL" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"COWRIE,"

Captain Davies, will be despatched as above on or about the 31st January, 1900.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 27th December, 1899. [1613a

SHEWAN TOMES & CO'S. "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"QUEEN ELEANOR,"

will be despatched for the above Port, on or about the 1st February.

To be followed by

The Steamship
"MORVEN,"
about the 25th February, 1900.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 3rd January, 1900. [19b

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"

Captain Towell, will be despatched as above on TUESDAY, the 6th February.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th December, 1899. [1618a

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"DIOMED,"

Captain Goodwin, will be despatched on TUESDAY, the 9th January.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 11th December, 1899. [1538a

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched as above on MONDAY, the 15th January.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd December, 1899. [1596a

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched on MONDAY, the 15th January, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versâ*.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 13rd December, 1899. [1597a

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFRIDI,"

will be despatched for the above Port about the middle of January, 1900, and will be followed by

S.S. "BIRCHTOR" and "ST. REGULUS."

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Honogkong, 20th December, 1899. [1503a

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship

"KANSU,"

Captain Somerville, will be despatched as above on WEDNESDAY, the 17th January.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd December, 1899. [1598a

Intimations.

THE NEW FRENCH REMEDY.

THERAPION.

This succesful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and throughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess residence in hot, unhealthy climates, &c. It posseses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/9 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government, Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [99

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [38

Consignees.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "KARLSRUHE,"
of the NORDDEUTSCHER LLOYD.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 5th January, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 4th January, and MONDAY, the 8th January, at 9.30 A.M.

All Claims must reach us before the 11th January, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 29th December, 1899. [1394a

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', LONDON AND STRAITS.

THE Steamship

"MERIONETHSHIRE,"

Captain Davies, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 6th January, 1900, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th January, 1900, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 30th December, 1899. [1624a

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FROM NEW YORK AND STRAITS.

THE Steamship

"INDRAPURA,"

having arrived from the above ports, Consignees of cargo by her, are hereby informed that their goods, have been landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 7th instant, will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 14th instant, otherwise they will not be recognised.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 2nd January, 1900. [8b

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENTSIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 3rd January, 1900. [5

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

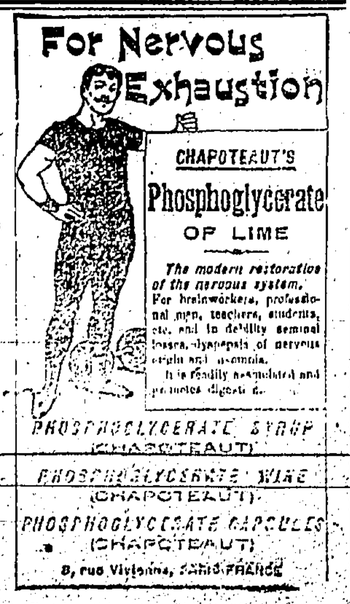
STEAMSHIP "ST. IRENE,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.

Hongkong, 3rd January, 1900. [4



Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

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EXCHANGE LINES, $80 Per Annum.

PRIVATE LINES, $100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—

BATTERIES,
CHEMICALS,
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LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
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PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,
Apply, to
W. STUART HARRISON,
Manager.

Hongkong, 18th January, 1898. [135

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVERSMITH'S, and OPICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ltd., DUNLOP TYRES'S BICYCLES—PRICE...$180.
A special reliable Watch made for this Climate.
Quality A.....$15
Quality B.....$12
40, QUEEN'S ROAD,
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AERATED WATERS.

I HAVE been appointed Agent in Kowloon for the sale of the CELEBRATED AERATED WATERS, manufactured by A. S. WATSON & CO., LD., which can always be had at my shop in Kowloon at the same Prices that are charged in Hongkong.

H. RUTTONJEE,
21 & 22, Elgin Road, Kowloon.
2nd January, 1900. [1864a

"FOR THE BLOOD IS THE LIFE."

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORER.
IS WARRANTED TO CLEAR THE BLOOD
from all impurities from whatever cause arising.
For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and Sores of all kinds, it is a never-failing and permanent Cure. It
Cures Old Sores.
Cures Sores on the Neck.
Cures Sore Legs.
Cures Blackheads or Pimples on the Face.
Cures Scurvy.
Cures Ulcers.
Cures Blood and Skin Diseases.
Cures Glandular Swellings.
Clears the Blood from all impure Matter, From whatever cause arising.
It is a real specific for Gout and Rheumatic pains.
It removes the cause from the Blood and Bones.
As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSAND OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles 2s. 9d. each, and in cases containing six times the quantity, 11s.—sufficient to effect a permanent cure in the most severe of long-standing cases—BY ALL CHEMISTS and PATENT MEDICINE VENDORS throughout the world. Proprietors, THE LINCOLN AND MIDLANDS COUNTIES DRUG COMPANY, Lincoln, England. Trade Marks, "BLOOD MIXTURE."

CLARKE'S BLOOD MIXTURE.

CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and Clarke's World-famed Blood Mixture" blown in the bottle, WITHOUT WHICH NONE ARE GENUINE.

Intimations.

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an EX-SCHOOLMASTER.
Terms moderate, for Particulars apply "Z,"
c/o This Office.
Hongkong, 18th August, 1899. [1048a

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th September, 1898. [43

MEE CHEUNG,
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IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September 1898. [45

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

REUCE, American ship, D. Whitmore—Standard Oil Co.

VISITORS AT THE HONGKONG HOTEL.

Aitken, Mr. J. H.	Levy, Mr. L. A.
Altman, Mr.	Lima, Mr. C.
Angus, Mrs. John	Lorensen, Mr. R.
Bailey, Mr. W. S.	Macleod, Mr. and Mrs. H. A. and children
Ball, Mr. T. A.	Macmillan, Mr. A. C.
Barlow, Mr. B. J.	Maxwell, Dr. and Mrs.
Beecher, Mr. C. M.	Mayston, Mr. J. Y.
Belben, Mr. E. D.	McGlew, Mrs.
Black, Mr. W. M.	McKinnon, Miss
Blackburn, Com. R.N.	McLeod, Mr. & Mrs. E.
Bonnet, Mr. F.	Meser, Mr. T. S.
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Brown, Mr. and Mrs. E. W.	Neirop, Mr. Van
	O'Neill, Mr. J. J.
Brusse, Mr. G.	Parfitt, Mr. W.
Burgdorff, Mr. T. F.	Piper, Capt. E. F.
Callender, Mr. J. S.	Perry, Mr. J. C.
Carter, Mr. H. B.	Reeves, Mr.
Champion, Mr. J. T.	Richardson, Mr. and Mrs. C. E.
Clark, Dr. and Mrs. F.	
Cranston, Mr. G. Scott	Richardson, Miss
Cunliffe, Miss	Richardson, Mr. G. E.
Dawson, Com. Pudsey	Robins, Mr. S. J.
Denroche, Mr. P. C.	Rolph, Mr. R. T.
Dougherty, Mr. J. A.	Rooney, Mr. W. R.
Drum, Miss	Simmins, Mr. H.
Duff, Mr. John F.	Smythe, Mr. A. J. Hamilton
Edge, Mr. and Mrs.	
Fuckel, Mr. W.	Symons, Mr. and Mrs.
Gearin, Mr. Hugh	Taylor, Mr. B.
Gearin, Mrs. and Miss	Trigabal, Mr.
Glendinning, Mr. H.	Tubbs, Mr. L.
Glover, Mrs.	Tubbs, Mr. Stanley W.
Goddard, Capt.	Vaughan, Mr. H. S.
Griffin, Major and Mrs.	Vickers, Mr. C.
Groves, Mrs.	Waghorn, Mr. G.
Hall, Mr. R. J.	Waldow, Mr. R.
Haynes, Miss	Walling, Mr. and Mrs. B. T. and child
Henderson, Mr. F.	
Horsey, Mr. and Mrs. H. H.	Whiley, Mr. & Mrs. W.
	Whiley, Miss
Howard, Mr. T.	Whitlow, Mr. and Mrs. A. W.
Jeffreys, Major & Mrs.	
Joseph, Mr. and Mrs.	Wilckens, Mr. H.
Katsch, Mr. E. A.	Wild, Mr. and Mrs. Bagnall
Kinghorn, Mr.	
Kirkwood, Mr. J.	Worfield, Mr. and Mrs.
Leggatt, Mr. E. A.	Zuniga, Mr. J. M. de

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Berndoague, Mr. Louis	John, Major G. R. St.
Brayne, Mr. H. F. R.	Kofod, Capt.
Bruce, Admiral & Mrs. and maid	Lee, Mr. J. E.
	Longuet, Mr. and Mrs. C. W.
Bure, Mr. P.	
Clarke, Capt. and Mrs. A. C.	Martin, Mr. R.
	Mitchell, Mr. R.
Corback, Capt. Van	O'Gorman, Lt.-Col. The
Dann, Mr. G. H.	O'Gorman, Madame
Denison, Mr. A. L.	Peters, Dr. Marx
Dow, Mr. P.	Pollock, Hon. H. E.
Drœze, Mr. F. J. Haver	Pynne, Capt.
Elsdale, Colonel H.	Rumsey, Comdr. R. M.
Ezekiel, Mr. J. S.	Sinclair, Mr. A.
Forbes, Mr. A.	Smith, Mrs. Albert
Fraser, Lt.-Col. A. R.	Smith, Mr. A. Findlay
Gompertz, Mr. H. H.	Stokes, Mr. A. G.
Gorges, Colonel E. H.	Stokes, Mr. A. P.
Gros, Mr. Edward F.	Thomson, Mr. O. D.
Hallifax, Mr. and Mrs. E. R.	Wardwell, Misses (2)
	Wardwell, Miss R.
Helm, Mr. H. L.	Werner, Mr. E. T. C.
Iburg, Mrs.	Wheeler, Mr. G. H.

CRAGIEBURN.

Clementi, Mr. C.	Russel, Mr. & Mrs. E. F.
Cottam, Mr. and Mrs. J. P. and son	Simmonds, Mrs.
	Snow, Lt. C. F., U.S.N.
Flynn, R.N. Rev. F.	Snow, Mrs. C. F. and daughter
Johnston Mr. R. F.	
Libeaud, Mrs.	Volpicelli, Consul
O'Leary, Mrs. T. S.	Volpicelli, Madame
Simonds, Capt. C. B. R.A.	Wilson, Mr. J.
	Wood, Mr. J. R.

EXCHANGE.

Hongkong, 4th January.

ON LONDON, Telegraphic Transfer 1/11¼
" Bank Bills, on demand 1/11⅜
" Credits, 4 months' sight 2/0
" D'ments, 4 months' sight 2/0⅛
ON BERLIN, (demand) ....M. 1.99½
ON PARIS, Bank Bills, on demand 2.45½
" Credits, 4 months' sight..........2.52
ON NEW YORK, Bank Bills, on demand ...47⅞
" Credits, 30 days' sight 48¼
ON BOMBAY, Telegraphic Transfer 144
" On demand 144½
ON SHANGHAI, Telegraphic Transfer 72
" Private, 30 days' sight 72¾
ON YOKOHAMA, T.T. ....4½ per cent. prem.
Sovereigns, Bank's Buying Rate $10.32
Gold Leaf 100 touch, per tael 53.90
Bar Silver 27 1/16
Dollars ....1½ per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 4th January.

New Patna ....920 per chest.
New Benares ....900 "
New Malwa ....890 per picul.
Old Malwa ....890 "
Persian, paper tied ....840/850 "
Best Quality ....

The Share Market.

LATEST QUOTATIONS.

(January 4th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	343 % premium
The Bank of China & Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited—(Deferred)	£ 1	£5.5 buyers
National Bank of China, Ld.	£ 8	$28
Do. Founders	£ 1	$20
Marine Insurances.		
Union Ins. Society of Canton, Ld.	$ 50	$235
China Traders' Ins. Co., Ld.	$ 25	$57
North China Ins. Co., Ld.	£ 25	Tls. 185
Yangtsze Ins. Assoc. Ld.	$ 60	$110
Canton Ins. Office, Ld.	$ 50	$130
Straits Ins. Co., Ld.	$ 20	$2½
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$ 50	$330
China Fire Ins. Co., Ld.	$ 20	$88
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$ 15	$30½
Indo-China Steam Navigation Co., Ld.	£ 10	$83
China & Manila S.S. Co., Ld.	$ 50	$90
Douglas Steamship Co., Ld.	$ 50	$52
China Mutual S. N. Co., Ld.—(Pref.)	£ 10	£9.15 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 10	£9.10/-
China Mutual S. N. Co., Ld.—(O'ary)	£ 5	£4.15
Star Ferry Co., Ld.	$ 10	$21
"Shell" Transport & Trading Co., Ld.	£100	£240
Refineries.		
China Sugar Refining Co., Ld.	$100	$120
Luzon Sugar Refining Co., Ld.	$100	$47½
Mining.		
Punjom Mining Co., Ld.	$ 6	$6½
Punjom Mining Preference Shares	$ 1	$1.30
Société Française des Charbonnages du Tonkin	Fcs. 250	$320
Queen Mines, Ld.	25 cts.	$0.40
Jelebu Mining and Trading Co., Ld.	$ 5	$12½
Raub Alian Gold Mining Co., Ld.	15s. 10d.	$61½
Olivers Freehold Mines, Ld.	$ 5	$9
Olivers Freehold Mines, Ld.	$ 4½	$6
Great Eastern & Caledonian Gold Mining Co., Ld.	$ 5	$0.70
Do. (Preference)	$ 1	$0.30
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$125	532½
Hongkong and Kowloon Wharf & Godown Co., Ld.	$ 50	$88
Wanchai Warehouse & Storage Co., Ld.	$ 37½	$45 buyers
New Amoy Dock Co., Ld.	$ 6½	$21
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	$ 10	$9.50
Hongkong Land Investment & Agency Co., Ld.	$ 50	$120
Kowloon Land and Building Co., Ld.	$ 30	$28
West Point Building Co., Ld.	$ 50	$41
Hongkong Hotel Co., Ld.	$ 50	$125
Humphrey's Estate & Finance Co., Ld.	$ 10	$9.25
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$100	$50
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 55
International Cotton M'fg. Co., Ld.	Tls. 100	Tls. 65
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	Tls. 100	Tls. 72½
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	Tls. 375
Yahloong Cotton Spinning Co., Ld.	Tls. 100	Tls. 58
Miscellaneous.		
Green Island Cement Co., Ld.	$ 10	$30
China-Borneo Co., Ld.	$ 15	$15½
A. S. Watson & Co., Limited	$ 10	$16
Watkins, Limited	$ 10	$10
Hongkong Electric Co., Limited	$ 10	$10
Hongkong Electric Co., Limited	$ 2	$2
Hongkong and China Gas Co., Ld.	£ 10	$135
Hongkong Rope Manufacturing Co., Ld.	$ 50	$220
Geo. Fenwick & Co., Ld.	$ 25	$48
H'kong Ice Co., Ld.	$ 25	$135
H'kong High-Level Tramways Co., Ld.	$100	$143 ex div.
Dairy Farm Co., Ld.	$ 6	$4½
Hongkong and China Bakery Co., Ld.	$ 50	$25
Campbell, Moore and Co., Ld.	$ 10	$15 buyers
Bell's Asbestos Eastern Agency, Ld.	£ 1	£1 nominal
United Asbestos Oriental Ag'cy, Ld.	$ 4	$2
United Asbestos Oriental Ag'cy, Ld.	$ 10	$10
Carmichael & Co., Ld.	$ 20	$8
Tebrau Planting Co., Ld.	$ 5	$5
Tebrau Planting Co., Ld.	$ 4	$4

BENJAMIN, KELLY & POTTS,
Share Brokers.
Telegraph Address—"Rialto."
Telephone No. 148.

VESSELS IN PORT.

Steamers.

AIRLIE, British steamer, 2,800, C. C. Koch, 2nd Jan.,—Kobe 27th Dec., General.—Gibb, Livingston & Co.
ASAMA, British steamer, 2,671, F. F. Bement, 29th Dec.,—Amoy 28th Dec., General.—Shewan, Tomes & Co.
CATHERINE APCAR, British steamer, 1,730, J. G. Olifent, 30th Dec.,—Calcutta 13th Dec., Penang and Singapore 25th, General.—David Sassoon, Sons & Co.
DAPHNE, German steamer, 1,292, Th. Nissen, 31st Dec.,—Kutchinotzu 26th Dec., Coal.—Siemssen & Co.
EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 27th Dec.,—Vancouver, B.C. 4th Dec., and Shanghai 24th, Mails and General.—C. P. R. Co.
FORMOSA, British steamer, 674, J. Douglas, 31st Dec.,—Anping 28th Dec., Amoy and Swatow 30th, General.—Douglas, Lapraik & Co.
FUSHUN, Chinese steamer, 1,504, W. H. Lunt, 1st Jan.,—Canton 31st Dec., General.—C. M. S. N. Co.
HIROSHIMA MARU, Japanese steamer, 2,035, S. Yoshizawa, 24th Dec.,—Moji 19th Dec., General.—Nippon Yusen Kaisha.
HITACHI MARU, Japanese steamer, 3,826, R. Tod, 25th Dec.,—Singapore 20th Dec., General.—Nippon Yusen Kaisha.
HONGKONG, French steamer, 739, Bastian, 27th Dec.,—Haiphong and Hoihow 26th Dec., General.—A. R. Marty.
HSI PING, Chinese steamer, 1,264, W. McFarlane, 3rd Jan.,—Chefoo 29th Dec., General.—C. M. S. N. Co.
KINSHIU MARU, Japanese steamer, 2,459, W. Brady, 1st Jan.,—Seattle Wash. via Moji 25th Dec., Coal and General.—Nippon Yusen Kaisha.
KUTSANG, British steamer, 1,495, R. C. D. Bradley, 27th Dec.,—Java 16th Dec., Sugar.—Jardine, Matheson & Co.
KWANG PING, Chinese steamer, 1,242, W. Blake, 2nd Jan.,—Canton 2nd Jan., General.—C. E. & M. Co.
KYOTO MARU, Japanese steamer, 1,640, T. Sakurai, 28th Dec.,—Moji 22nd Dec., Coal.—Dodwell & Co.
LEANDER, Norwegian steamer, 1,752, Olsen, 25th Dec.,—Cardiff 4th Nov., Coal.—Dodwell & Co., Ld.
LOONGMOON, German steamer, 1,245, F. Schulz, 1st Jan.,—Shanghai 29th Dec., General.—Siemssen & Co.
LOOSOK, British steamer, 1,020, J. B. Jackson, 29th Dec.,—Bangkok 21st Dec., and Hoihow 28th, Rice and Timber.—Butterfield & Swire.
MENMUIR, British steamer, 1,980, S. J. George, 6th Dec.,—Sourabaya and Cheribon 25th Nov., Sugar.—Jardine, Matheson & Co.
PAKSHAN, British steamer, 1,235, J. Jenkins, 31st Dec.,—Bangkok 23rd Dec., Rice, Timber and Meal.—Bradley & Co.
PHRA CHULA CHOM KLAO, British steamer, 1,012, E. E. McLellan, 2nd Jan.,—Bangkok 25th Dec., and Aughin 26th, Rice, &c.—Yuen Fat Hong.
ROSETTA, British steamer, 2,039, C. C. Talbot, R.N.R., 3rd Jan.,—Yokohama 27th Dec., Mails and General.—P. & O. S. N. Co.
SABINE RICKMERS, British steamer, 690, J. R. Nasbet, R.N.R., 15th Dec.,—Foochow and Amoy 13th Dec., General.—Arnhold, Karberg & Co.
SAINT IRENE, British steamer, 2,437, W. Attree, 3rd Jan.,—Moji 29th Dec., General.—N. P. Steamship Co.
SALAHADJI, Dutch steamer, 1,235, C. Anema, 1st Jan.,—Singapore 24th Dec., Oil.—Meyer & Co.
SANDAKAN, German steamer, 1,374, E. Muhle, 24th Dec.,—Sandakan 19th Dsc., Timber.—Melchers & Co.
SUNGKIANG, British steamer, 1,012, S. W. Moore, 31st Dec.,—Manila 28th Dec., General.—Butterfield & Swire.
TAIWAN, British steamer, 1,109, Harder, 1st Jan.,—Canton 31st Dec., General.—Butterfield & Swire.
TIENTSIN, British steamer, 2,555, F. J. Fox, 3rd Jan.,—Bombay 12th Dec., and Singapore 27th, Cotton and Twist.—P. & O. S. N. Co.
TRIUMPH, German steamer, 675, A. Ricke, 6th Dec.,—Haiphong and Hoihow 5th Dec., General.—Jebsen & Co.
TSINAN, British steamer, 1,459, O. Anderson, 2nd Jan.,—Sydney and Melbourne 9th Dec., Coal and General.—Butterfield & Swire.
TURBO, British steamer, 1,355, Falck, 28th Dec.,—Singapore 21st Dec., Kerosine.—Arnhold, Karberg & Co.

Sailing Vessels.

JOHN McDONALD, American ship, 2,128, Stern, 25th Nov.,—New York 25th June, Oil.—Standard Oil Co.
KING ARTHUR, British ship, 1,562, Robertson, 1st Jan.,—Cardiff 3rd August, Coal.—Admiralty.
REUCE, American ship, 1,828, D. Whitmore, 3rd Oct.,—New York 30th May, Case Oil.—Standard Oil Co.
SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.,—Cebu and Phillipine Islands 22nd Aug., Ballast.—Order.
TRAFALGAR, British 4-masted bark, 1,616, M. S. Wright, 26th Dec.,—Hongay 15th Dec., Ballast.—Sander, Wieler & Co.
TULENHUN, American schooner, 74, Melander, 2nd Jan.,—Guam 13th Dec., Iron and General.—Master.
VALE OF DOON, British bark, 669, J. Peterson, 11th Dec.,—Rajang, Sarawak, N.B. 15th Nov., Hard-wood.—Order.
WARATAH, British schooner, 25, Haynes, 23rd Sept.,—Takow 15th Sept., Ballast.—Mr. F. W. Hall.
WM. H. CONNER, American ship, 1,424, J. T. Erskine, 14th Oct.,—New York 7th May, and Rio Janeiro 11th July, Kerosine.—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, January 4th, 1900.

Alacrity, despatch-vessel, 1,725 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, Singapore.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Hongkong.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Manila.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., Hongkong.
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Shanghai.
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. R. B. S. Wrey, Hongkong.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, Hankow.
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Ichang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut.-Com. W. J. Keyes, Hongkong.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, Hongkong.
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Wuchow.
Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Hongkong.
Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. G. Douglas, Hongkong.
Phœnix, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Wei-hai-wei.
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Manila.
Redpole, British gunboat, 805 tons, Capt. F. F. Haworth-Booth, Shanghai.
Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, on the West River.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. H. E. Hillman, on the West River.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Hongkong.
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, Wei-hai-wei.
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Hongkong.
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut.-Comdr. E. Kelly, Hongkong.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.
Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtsze.
Woodlark, British gunboat, 2 guns, 550 h.p., Lt.-Comdr. R. A. Norton, on the Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong.
Presidente Sarmiento, Argentine cruiser, 2,850 tons, Capt. Betbeder, Manila.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.
Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.
Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Nagasaki.
Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Nagasaki.
Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Captain Yenish, at Nagasaki.
Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.
Pamiat Azova,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Nidermiller, en route Hongkong.
Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Vladivostock.
Rurik,‡ Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Nagasaki.
Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Chemulpo.
Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Nagasaki.
Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.
Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sootchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Reounoff.

THE FRENCH SQUADRON.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Haiphong.
D'Entrecasteaux,* 1st class cruiser, 8,114 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Saigon.
Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Philibert, Kwang-chow-wan.
Eure, Dispatch-transport, Capt. Vallée, at Saigon.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Kwang-chau-wan.
Kersaint, 3rd class cruiser, 1,243 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amet, Kwang-chau-wan.
Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Kwang-chau-wan.
Surprise, gunboat, 627 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Saigon.

* Flagship of Vice-Admiral Courrejolles.

THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, Hongkong.
Hansa,* German cruiser, 6,409 tons, Capt. Pohl, en route Singapore.
Hertha, German cruiser, 6,000 tons, Capt. S. v. Usedom, at Hongkong.
Iltis, German gunboat, 10 guns, 1,600 h.p., Captain H. H. Lans, on the Tsingtau.
Irene,* German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Nagasaki.
Jaguar, German cruiser, Captain Kinderling, at Shanghai.
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 i.h.p., Captain Gulich, at Shanghai.

* Flagship of Admiral Fritze.

THE AMERICAN SQUADRON.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila.
Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Glacier, U.S. supply-ship, Lieut.-Comdr. J. B. Briggs, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. W. H. Everett, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.
Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.
Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.
Nanshan, U.S. collier, Lieut. L. A. Kaiser.
Oregon, 1st class U.S. battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Manila.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, at Manila.
Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Comdr. W. T. Burwell, at Manila.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
Zafiro, U.S. dispatch-vessel, Master A. M. Whitton, at Manila.

THE ITALIAN SQUADRON.

Carlo Alberto, Italian cruiser, 7,000 tons, Capt. R. Call, Shanghai.
Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Shanghai.
Etna, Italian cruiser, 3,500 tons, Capt. G. Giorello, Singapore.
Liguria, Italian cruiser, 4,500 tons, Captain Casella, Shanghai.
Stromboli, Italian cruiser, 4,000 tons, 36, guns, 6,252 h.p., Capt. C. Bregante, Singapore.

JAPANESE MEN-OF-WAR.

Battleships.

Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.
Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Yokosuka.
Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Sasebo.
Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.
Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.
Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., at Kure.
Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., at Kure.
Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Sasebo.
Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.
Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.
Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Kure.
Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.
Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p., at Keelung.
Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.
Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.
Akitsusu, protected cruiser, 1st class, 3,150 26 guns, 8,500 h.p., at Sasebo.
Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., en route Japan.
Idzumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p., at Yokosuka.
Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka.
Akitsushima, protected cruiser, 1st class, at Manila.
Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.
Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p., at Shanghai.
Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630 h.p., at Amoy.
Tsukushi, 3rd class, 1380 tons, 12 guns, 2,887 h.p., at Kure.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka.
Katsuragi, 1,480 tons, 10 guns, 1,600 h.p., at Sasebo.
Yamato, 1,480 tons, 10 guns, 1,600 h.p., at Chemulpo.
Tenriu, 1,550 tons, 10 guns, 1165 h.p., at Fusan.
Kaimon, 1,360 tons, 10 guns, 1,125 h.p., at Sasebo.
Amagi, 1,030 tons, 13 guns, 720 h.p., Yokosuka.

Gun-boats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Sasebo.
Akagi, 620 tons, 10 guns, 700 h.p., at Kure.
Atago, 620 tons, 10 guns, 700 h.p., at Kobe.
Maya, 620 tons, 10 guns, 700 h.p., at Kure.
Chokai, 620 tons, 10 guns, 700 h.p., at Taku.
Soko, 572 tons, 4 guns, 400 h.p., at Sasebo.
Iwaki, 600 tons, 6 guns, 400 h.p., at Yokosuka.
Chinto, 490 tons, 5 guns 472 h.p.
Chinesi, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Pui, 500 tons, 9 guns, 455 h.p.
Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-gunboat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p., at Yokosuka.

Torpedo-boats.

Murakumo, 279 tons, at Ujina.
Shinonome, 279 tons, at Kure.
Yugiri, 279 tons, at Takeshiki.
Shiranuki, 279 tons, at Kobe.
Ikadusch, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Yokosuka.
Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.
Shiranubi, torpedo-boat, 278 tons, Comdr. Kosoma, at Japan.
14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.
7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.
1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.
2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.
4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.
10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Tokiwa, at Yokosuka.
Fuso, at Kure.
Naniwa, at Yokosuka.
Rinjo, armoured cruiser, 2,530 tons, 10 guns, 800 h.p. (used as gunnery traning ship.)
Kanjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.)
Manjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.)
Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p., at Edajima. (used as training ship.)
Asama, sailing corvette, 1,420 tons, 12 guns, at Yokosuka. (used as a hulk.)
Jingei wooden paddle steamer, 1,465 tons, 2 small guns. (used as torpedo training ship.)

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, J. Dick,—Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, & Macao Steamboat Co.
Powan, British steamer, 1,873, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd,—Butterfield & Swire.
Hoi-tong, Chinese steamer, 409 tons, Captain Austen,—Chi Wo & Co.
Tai-on, British steamer, 728, Goblouski,—Tai On Steamship Co.
Pak Kong, British steamer,—Kwong Wan S.S. Co.
Kong Nam, British steamer,—Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, Morrison,—Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 583, Holmes,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 141, J. J. Lossius,—Hongkong, Canton and Macao Steamboat Co.
City of Whampoa, Chinese steamer, 40, Ah Yon.
Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, 259, Kwong Wang Steamship Co.
Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.
Lil, American lorcha.
Wuchow, British steamer, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S.
Samshui, British steamer, Dixon,—Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

Post Office.

A Mail will close:—

For Singapore—Per *Loosok* to-morrow, the 5th instant, at 9 A.M.
For Yokohama and Kobe—Per *Kyoto Maru* to-morrow, the 5th instant, at 11 A.M.
For Kobe—Per *Tientsin* to-morrow, the 5th instant, at 5 P.M.
For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Airlie* on Saturday, the 6th instant, at 10 A.M.
For Shanghai—Per *Hangchow* on Saturday, the 6th instant, at 10 A.M.
For Europe, &c., India, via Tuticorin—Per *Parramatta* on Saturday, the 6th instant, at 11 A.M.
For Shanghai—Per *Loongmoon* on Saturday, the 6th instant, at 3 P.M.
For Swatow and Amoy—Per *Pakshan* on Saturday, the 6th inst., at 3 P.M.
For Cuddalore—Per *Turbo* on Saturday, the 6th instant, at 4 P.M.
For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Saint Irene* on Saturday, the 6th instant, at 5 P.M.
For Manila—Per *Sungkiang* on Monday, the 8th instant, at 9 A.M.
For Wuchow and Samshui—Per *Wuchow* on Monday, the 8th instant, at 4 P.M.
For Singapore, Penang and Calcutta—Per *Catherine Apcar* on Tuesday, the 9th instant, at 11 A.M.
For Moji, Kobe, Yokohama, Honolulu and San Diego—Per *Strathgyle* on Tuesday, the 9th instant, at 11 A.M.
For Europe, &c., India, via Tuticorin—Per *Preussen* on Wednesday, the 10th instant, at 11 A.M.
For Wuchow and Samshui—Per *Wuchow* on Friday, the 12th instant, at 4 P.M.
For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Taiyuan* on Monday, the 15th instant, at 11 A.M.
For Europe, &c., India, via Tuticorin—Per *Ernest Simons* on Monday, the 15th instant, at NOON.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of China* on Wednesday, the 17th inst., at 11 A.M.
For Wuchow and Samshui—Per *Wuchow* on Thursday, the 18th instant, at 4 P.M.
For Samshui and Wuchow—Per *Wuchow* on Wednesday, the 24th instant, at 4 P.M.
For Samshui and Wuchow—Per *Wuchow* on Monday, the 29th instant, at 4 P.M.

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